









The NEWFOUNDLAND QUARTERLY



Summer Number, 1921

JOHN J. EVANS, PRINTER AND PROPRIETOR,
ST. JOHN'S, NEWFOUNDLAND.



Belleoram, Fortune Bay.

AYRE & SONS, LTD.

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When writing to Advertisers kindly mention "The Newfoundland Quarterly."



Post Office Department

Parcels may be Forwarded by Post at Rates Given Below.

In the case of Parcels, for outside the Colony, the senders will ask for Declaration Form, upon which the Contents and Value must be Stated

	FOR NEWFOUNDLAND AND LABRADOR.	FOR UNITED KINGDOM.	FOR DOMINION OF CANADA AND UNITED STATES.
1 pound	8 cents	4 cents	12 cents.
2 pounds	11 "	24 "	24 "
3 "	14 "	24 "	36 "
4 "	17 "	48 "	48 "
5 "	20 "	48 "	60 "
6 "	23 "	48 "	72 "
7 "	26 "	48 "	84 "
8 "	29 "	72 "	96 "
9 "	32 "	72 "	\$1.08
10 "	35 "	72 "	1.20
11 "	35 "	72 "	1.32
	Under 1 lb. weight, 1 cent per 2 oz.	No parcel sent to U. K. for less than 24 cents.	No parcel sent to D. of C. or U. S. for less than 12 cents.

N.B.—Parcel Mails between Newfoundland and United States can only be exchanged by direct Steamers. Parcels of Furs must be accompanied by a Customs Export Entry.

Parcel Mails for Canada are closed at General Post Office every Monday and Thursday at 11 a.m., for despatch by train.

GENERAL POST OFFICE.

LETTER POST—INLAND.

A LETTER enclosed in an envelope, whether sealed or open, addressed to any place in Newfoundland and the Labrador Coast, which does not exceed an ounce in weight will be conveyed to its destination for three cents. This rate is applicable for letters posted in one settlement for delivery in another settlement a mile or more distant.

LETTER POST—FOREIGN.

Letters for Great Britain, the Dominion of Canada, and the United States of America are forwarded to destination for two cents per ounce or fraction thereof, plus one cent war tax. Valuable letters may be registered for delivery in Newfoundland for five cents.

Circulars, that is, printed communications, when posted in lots of not less than 10, wholly alike, and left open for inspection, are accepted for one cent for each two ounces or fraction thereof.

Newspapers, local and foreign, and Magazines, are forwarded to all places in Newfoundland, at a special rate of two cents per lb.; but papers under four ounces are accepted free of postage within the Colony, also, books at two cents per lb. rate. Newspapers to the Dominion of

Canada, the United States, France, Germany, etc., must be prepaid at the rate of one cent for each two ounces or fraction thereof.

PARCEL POST.

Parcels of Merchandise are delivered to destination in Newfoundland at the rate of one cent for the first two ounces, and so on up to 1 lb., which is forwarded for eight cents, the second lb. three cents additional, or 11 cents and three cents for each additional lb., or fraction thereof, up to 10 and 11 lbs., which is the limit at 35 cents. Name and address of sender must appear on all parcels. Otherwise we will refuse to accept them.

Senders of Parcels for local destinations must write their names and addresses on the covers; if not Postmasters may refuse to accept them.

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Money may be transmitted by means of the Money Order System and by Telegraph to places in Newfoundland, which are Money Order and Telegraph Stations, at reasonable rates on application.

W. W. HALFYARD, Minister of Posts & Telegraphs.

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Established in 1834.

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—Extract from Bank's Charter.

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Public Notice.

Mr. Lewis J. Bartlett has been appointed by the Government in place of the late Mr. Eli Whiteway to attend to the movement of patients to and from the various public institutions with headquarters at the Public Health Office, St. John's.

Medical Practitioners, Relieving Officers, and others are hereby notified that patients shall on no account be sent to St. John's, without first receiving assurance from Mr. Bartlett that they can be admitted or, in the case of the General Hospital, that cots will be available upon their arrival. It has been brought to the notice of the Government that sick people sent on without authority have been caused much additional suffering and hardship in boarding houses in the city, in some cases with risk of permanent injury to their health, for which, of course, they themselves or their advisers have been responsible. Cases other than emergency cases coming to St. John's without the proper authority, will run the risk of being immediately sent back to their homes, so as to prevent undue suffering, as it is impossible to provide accommodation for all applicants under existing conditions. By order.

JAMES HARRIS, Deputy Minister.
Department Public Works, May, 1921.

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The Newfoundland Quarterly

Vol. XXI.—No. 1.

JULY, 1921.

80 cents per year.

❁ Outport Nursing. ❁

By Lady Harris.

WHEN visiting the Outport of St. Lawrence with the Governor not two years ago I came

upon a middle-aged man attending to his flakes and doing it, as I observed, with some difficulty and weakness. I stopped and spoke to him—"You look ill, hardly fit for the work you are doing." I said; he replied, "I've been ill all the winter, but am getting a bit better now, but my wife, she's ill and can't get better!" I said, "What is the matter?" and he replied, "She's had something in her side and suffers a lot." I asked why she did not consult a doctor, and his reply was, "There's no doctor to consult and I can't get her to the hospital!" This made me think. This man spoke in no complaining spirit, but rather hopelessly as if nothing could be done, and they would have to continue living and suffering until release came! This was Mr. Tobin of St. Lawrence, and on our return we did what we could to get the authorities to take steps in regard to removing his wife to the Hospital; but I fear it never came about.

This episode set me thinking, and the more I inquired the more I longed to do something effective. Naturally plans shaped themselves slowly, but after one or two talks with Bishop White, Canon Bayly, Doctor Cluny Macpherson and others, I formed a scheme to place trained nurses with midwifery certificates in those outports where doctors were not available. The help of the Government was essential, and I decided to approach the Prime Minister (Hon. Sir R. A. Squires) whom I found very sympathetic and encouraging. He promised to talk the matter over with Dr. Campbell and see what could be done—with the result that a Committee was formed under a formal Minute of Council consisting of Hon. Dr. Campbell, Chairman; Lady Harris, Lady Squires, Hon. W. W. Haliyard, and Rev. Dr. Jones. Thus the Outport Nursing Scheme came into existence.

It was a primary point in the scheme that it should be so far as possible self-supporting. There are many in Newfoundland who feel that a great deal too much has been done in the way of



LADY HARRIS, WIFE OF HIS EXCELLENCY SIR C. A. HARRIS,
GOVERNOR OF NEWFOUNDLAND.—[Photo by Holloway.]

providing hospital treatment free of charge even to those who could very well pay for it; and the new Committee decided, as far as lay in their power, to make the scheme self-supporting, not charging very high fees, but fees so moderate that within a very few weeks a local authority suggested that they should be raised. The Committee issued a set of regulations with a provisional schedule of fees attached and those regulations form the basis on which they are working. The Committee, conscious of their responsibility for the welfare of the nurses, endeavour to arrange that in each locality there should be some clergyman, or Justice of the Peace, who would make it his duty to see that the nurse was not overworked. They have also recommended all districts to have a small local Committee to carry out details as to the areas over which a nurse may be called out. In every way the central Committee desire to enlist the sympathy and help of those who are immediately interested in each district.

Being anxious to avail ourselves of every possible opportunity of forwarding the work we made a first start in July, 1920, by entering into an agreement with Miss Button, a local nurse, who was already at work in and around Lead Cove, under which, as she was living at home, she undertook certain extra responsibilities in return for a low salary as a sort of

retaining fee. We thought it possible that as time went on similar arrangements could be made in other districts. However this arrangement has not proved quite satisfactory to the nurse herself and it has come to an end.

As I was leaving for a visit to England, it was decided, in June, 1920, that I should engage three or four English nurses; and I engaged four. Two of these, Nurse Casement and Nurse Smith, returned to Newfoundland with me; the other two, who could not leave their hospitals at once, I arranged should follow in April. So, shortly after I returned from England at the beginning of October, 1920, I had the satisfaction of seeing the actual inauguration of the Outport Nursing Scheme. On the 15th October we had a little party at Government House at



ST. LAWRENCE.

[Photo by Capt. Hamilton, Private Secretary to the Governor.]



JOHN A. HAMPHILL, M.P., CHAIRMAN.

which His Lordship the Bishop gave a welcome and God speed to the two new nurses: and shortly afterwards they went off to their different destinations; Nurse Smith sent to Hodge's Cove in Trinity Bay and Nurse Casement to Rose Blanche in the south west corner of the Island. At these two places, at the beginning of the hardest time of the year, they set to work on their mission of mercy and it was not long before expressions of the keenest appreciation began to reach me from those amongst whom they were working.

Those who understand Newfoundland will realize that the conditions under which they worked were by no means easy and it speaks volumes for their capacity and their adaptability that they so soon settled down into their surroundings. In long stretches in a motor-boat and bumpy rides in catamarans over tracts of ice and through heavy snow, by night and by day they have responded to the calls of those who only then began to

realize what a nurse could do for them.

At Hodge's Cove, Nurse Smith soon won the hearts of the fishermen by her capacity for taking an *oar* when winds and tides were heavy. But she herself is also loud in praise of the devotion of those who were prepared to come and fetch her from long distances to treat some case in which they were concerned or interested: her testimony to the men in the whole of her district is very touching. Two points culled from her letters have struck me very much:—first, the manner in which in stormy weather men and boys will come for miles in their boats or over the snow in order to fetch the nurse to a case of a friend. No labour seems too great for them. In one case, if I remember right, she mentions men rowing hard against wind and tide three times over a stretch of eight or nine miles in order to satisfy the needs of one case. On another occasion she drew a charming picture of the way in which, when she was



NURSE SMITH.



NURSE CASEMENT.



ROSE BLANCHE.

returning from a case, some half dozen men had turned up at one point with their sleighs and horses in order that they might amongst them help the nurse along over the heavy track in front of her. Most of these men may perhaps have had a case to be attended to; but one or two of them had come purely because of their appreciation of the nurse. There is no question that the two nurses who have been at work the past winter have learned to appreciate in a marked degree the courtesy and kindness of the Newfoundlander.

At Rose Blanche, Nurse Casement, in a rougher if smaller area, was showing the same capacity for devoted work. She had once or twice to fight through snow where she might easily have been lost. I cannot produce a better testimony to her than that which is given in an American publication called "Christian Work." The author of the article was spending some time at Rose Blanche last winter in the early days of Nurse Casement's work. He observes that in two and a half months this nurse has had twelve maternity cases; he alleges that, on the statistics before she came, eight out of twelve mothers and infants would have died. In other words he claims that in 66 per cent. of the cases the life of the district failed to perform one of the most natural functions. This seems a

terrible suggestion and there may be some exaggeration, for the article is rather highly coloured in other respects, but the writer goes on to explain that not a single life has been lost since the nurse arrived. In some of these twelve cases the Nurse "was called out of bed in the middle of the night to walk nearly two miles through snowdrifts along a winding pathway up a steep rocky hill and down the other side, with the temperature at zero and a roaring snowstorm sweeping down from the uninhabited inland wastes. Men came to guide her over the obliterated paths and to hold her by both arms when whirlwinds of snow threatened to whisk her off a precipice into the sea."

The capacity of this particular Nurse for meeting emergencies is shown by the fact that shortly before she came on a holiday she was sent for by three men to advise them in the case of a cow which was evidently dying and though she explained that she was not a veterinary surgeon she actually took the responsibility of operating on the cow, and administering chloroform, so saving its life. It needs no further words to explain what an impression she must have left upon the grateful owners.

Of the two nurses lately arrived, Nurse Harvey has been



NURSE HARVEY.



NURSE GRINNELL.

detailed for Joe Batt's Arm. For years the Medical Committee of Joe Batt's Arm have been trying to get a doctor; hearing of the new scheme they sent a deputation up to see me with the result that the Committee were able to assign to them one of the new Nurses, while they on their part took over the whole responsibility for her expenses and salary. She started for her destination on the 3rd of May. However she was not destined to begin her work without some experience of the winter conditions of Newfoundland. The *Sassa* on which she sailed, taking her first journey to Fogo for the season, had first to turn back at the mouth of the Narrows and wait, and then later was held up in the ice for some days. It was at least a week—I am not sure that it was not more—before Nurse Harvey arrived at her destination.

The other nurse, Nurse Grimsley, goes to a sterner district. Her actual station is not settled; it may be Daniels Harbor midway between Cow Head and Port Saunders; and she will be responsible for this north-western coast of the Island, whence come very sad accounts of the state of the people in those districts. This nurse also had some experience of the difficulties of winter travelling, and at the moment of writing she is still held up at Curling because it has been found impossible to effect a connection with the coast to which she is assigned. Unfortunately this time of year is perhaps the very worst for a journey to that coast. In the winter the dog sleighs get across from Curling to Bonne Bay and so up the coast, but at the break of the winter it is more difficult to get up either by sea, where a certain amount of ice hangs about, or by land which is left as a sort of morass with the snow and ice in a condition impossible for travelling.

Another nurse has just taken up her duties in Fortune Bay. This is Nurse Rose who applied to me from Ramea where she was staying for a holiday. It was with great gratification that I found a Newfoundlander who was qualified and willing to take up this work. I was at the time in correspondence with Belleoram about the need of a nurse in Fortune Bay and after full discussion and correspondence arranged for Nurse Rose to go there. It was decided that she be stationed at Bay L'Argent on the east side in the upper part of the Bay, whence she will be able to cover the districts which chiefly want attention. For the moment she reports that there is a good deal of distress in that part and that the district is hardly likely to be self-supporting for some little time.

Other districts which are in correspondence with me about nurses are Lower Island Cove in Conception Bay where it is likely that another Newfoundland Nurse, Miss Hudson, may before long be settling more or less under the aegis of the



NURSE ROSE.

Committee; and the people of Bonne Bay, not having had a doctor for some time, are most anxious to make arrangements for a nurse in that district.

It is also worth mentioning that early in May when a sudden demand was made upon the Government for nurses in Paradise on the west side of Placentia Bay, it was possible to send off at a few hours' notice Nurse Smith, who was at the moment on holiday, and Nurse Ruffle, who, although not engaged by the Outport Nursing Committee, had come out to St. John's under the auspices of the Maple Leaf Association with a view to taking up work under the Committee, if they could employ her.

It is not too easy to get the right class of Nurse for our work. As I have said on many occasions to others, we require a woman with a missionary spirit; and this is a spirit which it takes some years and a wider experience to develop. It is the greatest satisfaction to me when I can find in Newfoundland girls who are willing to take up the work; but so far I



BELLEORAM.

[Photo by C. O. N. Con. op. O. R. E.]



BONNE BAY.

have not been too successful. The proximity of Canada and the United States and the facility for getting larger salaries in those places seems to attract away those girls who might otherwise take up the work.

And is by no means too easy to find on this side that thorough training which is so essential. This probably will cure itself in time and I have been discussing with the Governor the possibility of making some start as to training a certain number of young women for this particular work.

There is no question that the work involves self-sacrifice and hardship; yet I cannot think that the women folk of those Newfoundlanders who did so well in the war will be found in the long run deficient in the spirit of self-sacrifice. If outport girls would take this up they would have every chance of working in centres which were comparatively near to their own homes; they would be facing difficulties of weather and conditions of travel to which they were more or less accustomed from childhood; and there seems to me no reason why eventually they should not have much pleasure from their work besides conferring great benefit upon the community.

A word may be added as to the expenses of the scheme which, as I have already stated, was to be in the long run self-supporting. To start the scheme it was proposed that the Government should guarantee \$1,000 a year for each of four nurses. That meant a guarantee of \$4,000 for the year ending 30th June, 1921. But that amount has not been required, partly because owing to the financial crisis facing the Colony contributions have been made from special funds by the Governor and myself. The actual expenditure by the Government for the year has been \$2,000 and for this we have now got four nurses at work, besides the nurse paid for by Joe Batt's Arm; probably very little of this will be repaid to the Government, but if it has been the means of starting this system of nursing it will have been a fine expenditure. Now we can do no more unless a district can see its way to meet expenses, so for the present at any rate our efforts may come to a standstill.

The expenses roughly speaking are as follows for English nurses:—

Travelling expenses from England and in Colony to district, say	\$150.00
Nurse's salary: including board and keep in Outport.	\$900.00
Drug Bill: (each District) say	\$800.00

These make a total of \$1850.00 a year, but against this are the fees which even at the low rate charged come to about \$600 a

year. It may be necessary to raise these, if the scheme is to support itself.

In conclusion let me say that no words of mine can express the direful need of trained midwives for mothers in these isolated Outposts—a talk with Nurse Casement or Nurse Smith only too surely proves it. Indeed it has been born in upon me lately that in cases where a nurse cannot be supported by a district it may be possible to enable local women to take a good midwifery course and so be made available in their districts for attending those cases which perhaps mean more than any others to the healthy life of the community. This and many other points are a good deal on my mind and I shall hope to be long enough in Newfoundland to start these ideas on sound straight-forward lines which can easily be followed in the future.

✿ When Life Stands Up. ✿

By J. H. G. Way.

O Soitude, thy mantle fair enthralles the minds of men,
To gravely think, to live and love, to relieve life again.
For quietening moments charmed by thee, hush every troubled breast,
And mystic life stands up in form and reasons of her quest.

The scaffoldings, held to disguise and shade the plastic life,
Come tumbling down and disappear as cowards in the strife.
The common sham, the might have been, stands not the builder's test
When life stands up in accents clear and reasons of her quest.

Knowledge alone divorced from truth meets not man's every need—
As blossoms fair could not mature if severed from the seed.
The mind must govern well the heart, the eyes fixed on the crest
Which life points out to every soul, when reasoning of her quest.

"Live dangerously" and "know thyself" are laws of wisdom rare,
Friends of the seers, inspired by gods, tempered with greatest care.
Learn nature's ways, fear not the toil, for truth gives what is best,
While life stands up with earnest tone and reasons of her quest.

To revoke the ill-spent past comes not to mortals here,
For time halts not, but quickens pace; each day brings its care.
The master mind seeks what is right, makes Truth his choicest quest,
And grapples well the reasonings of life's bewildered quest.

Governors I Have Known, And Some of Their Outstanding Characteristics.

By Alex. A. Parsons, J.P.

ARTICLE V.

HIS EXCELLENCY SIR CAVENTISH BOYLE.

He was stout and upright. More than five feet in height,
His complexion was what you'd denominate light,
And, though he had not shorn his ringlets of brown,
He'd a little bald patch on the top of his crown.

He'd a bright sparkling eye of the hazel, hard by
Rose a finely arch'd moustache of similar dye;
He'd a small well-shaped mouth, with a *Cupid's* lip,
With a good Roman nose rather red at the tip.



IR CAVENTISH BOYLE, K.C.M.G., who followed on
the heels of Sir Henry McCallum, was of real
Irish descent, although born in England. As a
matter of fact, he was, in some respects, "more
Irish than the Irish"—*ipsis Hibernis Hibernioris*.

He had the fervid imagination, the somewhat
flowery rhetoric, the poetic genius, the tenderness of heart, the
munificent generosity which distinguish the character of his



SIR CAVENTISH BOYLE, K.C.M.G.

Celtic forbears. Even his undisguised opposition to the claim
of his country to national self-government was itself thoroughly
Irish.

But that is no matter for surprise. Ever since Ireland was a
nation at all, Irishmen have always been divided into factions,
and have harried one another, unfortunately with more bitter
hatred than ever they have displayed towards the common
enemy. No Englishman has ever shown the same hatred of
Home Rule that has been shown in the past by the Leckys, the
Burkes and the Hamiltons.

Yes, the Celt was strong in Sir Cavendish Boyle. People too
often forget how much Ireland contributes to the general life of
our complex nationality. How many Englishmen, not to mention
Newfoundlanders, are aware, I wonder, that Lord Kelvin, Sir
William Thompson, Lord Wolseley, Professor Brice, Comyns
Carr, Harry Furniss, Lord Dufferin—to take a few names at
random out of many that occur to me—were every one of them
Irishmen?

Sir Cavendish retained to the last no small traces of his
Hibernian ancestry. He was born on the 29th of May, 1849,
the son of the late Captain Cavendish Spencer Boyle. Having
joined the Civil Service early in life under favorable circum-
stances, he rapidly rose step by step. In 1879 he was appointed
Magistrate, &c., at the Leeward Islands, and Colonial Secretary

at Bermuda, where he remained from 1882 to 1888; Gibraltar
from 1888 to 1894. Here he was created a K.C.M.G. Sub-
sequently he was appointed delegate for British Guiana and
Bermuda in connection with the reciprocity negotiations with
the United States of America in 1899.

During his term of office here—from 1901 to 1904—Sir
Cavendish, unconsciously, perhaps, managed to worm himself
right into the affections of the masses, as well as of the classes,
where he remained to the end of his administration. But he
put the cope-stone on his popularity when he immortalized him-
self in verse by writing a poem on Newfoundland. It became
popular at once and, by unanimous consent, was adopted as the
National Ode of our Island Home. Here it is in its entirety:—

When sunrays crown thy pine-clad hills
And summer spreads her hand,
When silven voices tune thy rills,
We love thee, smiling land!

CHORUS:

We love thee, we love thee, we love thee, Newfoundland,
We love thee, we love thee, we love thee, Newfoundland.

When spreads thy cloak of shimmering white
At winter's stern command,
Through shortened day and starlight night
We love thee, frozen land!

When blinding storm-gusts fret thy shore,
And wild waves lash thy strand;
Through spindrift swirl and tempest roar
We love thee, windswept land!

As loved our fathers, so we love,
Where once they stood we stand:
Their prayer we raise to Heaven above:
God guard thee, Newfoundland!

God guard thee, God guard thee, God guard thee, Newfoundland!
God guard thee, God guard thee, God guard thee, Newfoundland!

Sir Cavendish was also the author of some other poems of
considerable merit. Notably an effusion on the "Old Home
Week" celebration here in 1904. Having decided that year to
set apart the week of August 3rd to August 10th for that pur-
pose, the people of St. John's invited every person who ever
resided in Newfoundland, and the descendants of former resi-
dents, to return and visit the scenes of their youth, renew ac-
quaintance with our people and participate in their large-hearted
and freely-offered hospitality.

During the whole of that week the citizens of St. John's threw
their doors wide open to our visitors, and gave them the heartiest
of welcomes to the homes and hearths of "dear old Terra Nova".
It has been truly said that "Old Home" appeals to every person
of mature years and to tender years as well—to father, mother
and childhood. When you think of the "Old Home" you bring
back the tenderest memories possessed by man—true love, per-
fect faith, holy reverence and high ambition, together with the
happiest recollections of our school-boy days; and so the people
extended this invitation, and assured all who were able to avail
of it a cordial, aye, an enthusiastic, greeting on their arrival for
the "Old Home Week" celebration.

Sir Cavendish rose munificently to the requirements of the
occasion. Not only did he give a great garden party to the
visitors and their friends. He did more than that. He gave
them free and easy access to Government House grounds during
their visit and, striking his lute, sent forth the following flood
of rhyme in honor of the great event:—

AVALON is calling you, calling o'er the main,
Sons of Terra Nova, shall she call in vain?
Dwellers in the new lands gather to her shore,
Gather in the old land, the homeland loved of yore.

All her strand shines golden 'neath the summer sheen,
All her hills show purple, all her fields gleam green,
All her woodland song-birds chant in joyous strain—
TO AVALON, TO AVALON, WELCOME HOME AGAIN!

Fleecy clouds are sweeping round the azure bowl,
Bays respond sonorous to Atlantic's tidal roll;
Newfoundland is calling, calling 'cross the main,
Children in the far lands, must she call in vain?

Belle Isle's Northern foreland, Fortune's Southern Bay,
Humber's winding river, where the leaping salmon play;
Western shore-built hamlet, forest, lake and plain
Join in kindred chorus, COME TO US AGAIN!

Avalon's heart lies open, will you say her nay?
When she bids you welcome, will you stay away?
Newfoundland is calling, calling o'er the main,
Sons of Terra Nova, can her call be vain?

Children, though you leave her, far away to roam,
All your tenderest yearnings point you back to home;
All her voices echo, echo one refrain,
Newfoundland is calling, WELCOME HOME AGAIN!

ing was still strong in this community when Sir Cavendish arrived, notwithstanding the rebellion it had received at the election of 1889 and subsequently. Even to-day some of the few remaining Tories write almost sacrilegiously for the need of reconstituting the Tory Party. The following remarks will apply to all such persons: There is a Norse Saga of a warrior who loved a good and beautiful woman. One day she fell sick. He sat by her side and watched her, but she died. She changed so little in looks, however, that he sat by her still and would not allow any one to move her for burial.

Days passed, but her looks changed not. There was the same calm, beautiful face, the same abundant blonde hair; but the bosom did not heave. He grew emaciated, and his friends said: "We must cure his hallucination, or he will sit there till he dies." So another man came in and taking the woman's body by the shoulders raised it, and it was nothing but the skin and skeleton of the woman; and all sorts of ugly worms ran out from it. Then the one who loved the woman was cured of his hallucination. That is the corpse of Toryism



THE FIRST TRAIN WITH OLD HOME WEEKERS, JULY 1904

An informant who knew Sir Cavendish when a boy tells me that he showed, even then, the temper of the conscientious Celt in an unmistakable manner. One day, his father, believing, mistakenly, that his son had disobeyed a trivial order as to a game at school, punished him severely and sent him to bed in disgrace. His mother, missing him next morning, at breakfast again at lunch, sent for him, assuring him of his father's forgiveness if he would ask for pardon.

"I would rather die of starvation," said the boy, "than ask forgiveness for a fault I never committed." The father owned his mistake and the boy was received into favor. If he was inflexible where his ideas of right and wrong were concerned, he was as tender-hearted as his mother in helping the suffering.

Like St. Martin, he gave away his cloak to a shivering comrade, and he was constantly in request when themes had to be composed by his less capable or more indolent schoolfellows.

Let me remark here that the old Conservative or Tory feel-

infested with gold bugs and local ringsters and political hirelings posing as leaders of the people. Whether or not there is the miracle of resurrection for a dead person need not be here discussed. There is not for a dead and worm-eaten party!

But not to lose sight of Sir Cavendish! With all his other accomplishments, he was, as I have already shown, a literary man, and could write very good prose as well as poetry. And you know reader, the man of letters, when compared with one that is illiterate, exhibits nearly the same contrast as that which exists between a blind man and one that can see; and if we consider how much literature enlarges the mind, and how much it multiplies, adjusts, rectifies, and arranges the ideas, it may well be reckoned equivalent to an additional sense. It affords pleasure which wealth cannot procure, and which poverty cannot entirely take away. A well-cultivated mind places its possessor beyond the reach of those trifling vexations and disquietudes, which continually harass and perplex those who have no

resources within themselves and, in some measure, elevates him above the vicissitudes of fortune.

In the first year of Sir Cavendish's reign two events of great importance occurred—the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York—now our gracious and well-beloved Sovereigns, King George and Queen Mary—and the inception of invention, call it what you will, of transatlantic wireless telegraphy. The Right Hon. Sir Robert Bond was then Prime Minister, the late Right Hon. Sir W. V. Whiteway having retired from public life the previous year after more than forty years of faithful and unselfish devotion to the interests of his adopted country.

By the way, speaking of Sir William Whiteway reminds me of his many excellent qualities, whether we regard him as a private citizen or a Prime Minister. In all my experience of our public men and political matters—and my intimate acquaintance with many of them takes me back almost half a century—I never knew a man so weighed with grave affairs of State who always found time to write his own letters and to see his visitors. I have been at his residence on Rennie's Mill

form. He was as simple as General Gordon, as hearty as a schoolboy, and as fond of fun and as merry as any man I ever met. He scolded me often during the general election of 1889 because I did not consult him more frequently about party matters, but with such kindly humour that the scolding never left a sting. And, then, how patient he was, and how forbearing! When I took over the letters he sent me, now that he is gone, and I shall receive no more the notes in his familiar and peculiar hand, I am filled with wonder at the thought of all his kindness, his unfailing sympathy, and his invincible patience. For I must have tried him sorely many times by my impulsive utterances on important political questions.

Early in the Spring of 1901 it was officially announced that their Royal Highnesses the Duke and Duchess of Cornwall and York, who had already started on their tour of the world, would be at St. John's on the 23rd of October. So we all took it for granted that the *Ophir*, with the Royal party and their suites on board, would be here on that date, and at once began to prepare a reception for them such as no member of the reigning family had ever before received in this ancient and loyal colony. Sir Cavendish led the van and radiated his enthusiasm all over the community.

In good time a public meeting was held at the Colonial Building and a large and influential committee appointed to make the necessary arrangements. The general committee met and appointed sub-committees to take charge of the various functions included in the "reception programme"—all of which as subsequent events revealed, were carried out to the entire satisfaction of all concerned. Sir Cavendish continually kept in touch with the people, through their representatives, and thus proved a source of inspiration to them; the result being that everything went "merry as a marriage bell."

And so our preparations progressed till the date fixed for the Royal visit had actually arrived. When I looked out over the harbor on the morning of the 23rd of October I found that the anchor of the *Diadem*, the pilot-ship of the touring fleet, had just been let go within the sheltered embrace of our almost landlocked haven. Let me here briefly quote from Mr. E. F. Knight, the *London Post's* correspondent on board the *Ophir*. He says:—

"Many a picturesque-situated sea-city we visited in the course of this tour, but I can remember no prospect more charming than that which St. John's presented to me as I gazed upon the city for the first time. The harbor, which is about a mile in length, is shut in by boldly rugged hills, treeless, but clothed with grass and scrub save where the peaks and cliffs are too precipitous.

"Looking back at the narrow opening through which we had passed, I notice that it bore a singular resemblance to the entrance to Polperro harbor as seen from within, but, of course, on a larger scale. In its coloring and general aspect it was the scenery of the Cornish Coast, but when I turned to look at the town I saw that it was utterly unlike any of our western ports. Save that the houses of the chief street have been rebuilt of brick since the great fire that destroyed half the city in 1892, the old-fashioned dingy, but picturesque and cosy-looking capital of Newfoundland, which now contains over thirty thousand inhabitants, is practically a town of wood.

"The wooden houses climb the steep hill in successive terraces, all painted in warm or tender colors—red, brown, green, grey, pink blue, violet, the tints never harsh; the massive grey Roman Catholic Cathedral crowning all. The effect is wonderfully pleasing. It is a place that Turner would have loved to paint either as it appeared that morning, when the rays of the rising sun fell full on the houses, enriching the harmonious varied coloring, which was, at the same time, softened to a delicate, tender loveliness by the thin autumnal haze; or at sunset, when the town stood out an indistinct mass of cold grey blue, against a glowing background of ragged crimson clouds.

"Many of the cities that we had visited had been far more elaborately decorated than little St. John's, but none, as seen from the water, had presented so bright and pretty a display; for all the streets and wharves were decorated with an extraordinary profusion of bunting, and as the houses rise in tiers one above the other up to the top of the ridge these myriads of flags



SIGNOR MARCONI, WHEN HERE IN 1901.

[Photo by James Foy]

Road as early as ten o'clock in the morning and as late as eleven o'clock at night. I never found him hurried or flurried, or driven for time. Over and over again, when, after talking for an hour and a half I rose to go, he would insist upon my sitting down again, "I have not said my say yet," he would remind me. And so the conversation would begin again. He was always fresh, always interested about everything, and always eager to hear the latest political news. He listened to everything, and enriched everything from his inexhaustible store of anecdote and incident.

What a memory he had! He seemed to have heard everything, and, until the last few months of his life, to have forgotten nothing. As a gossip, in the highest sense of that most abused word, I never knew his equal. He was never dull, never prosy, never at a loss for a humorous story or an apt retort. Friends who knew him when on public business in England told me that Sir William could pose magnificently at the Colonial Office as Newfoundland's representative and Prime Minister. To me he never "put on side" in any shape or

shaking in the strong wind were all visible to us. At the further end of the harbor, too, were closely packed together a great number of the famous fishing schooners that catch the codfish on the Great Banks. One has often heard of a forest of masts, and here was one indeed; dense as a pine-forest in Vancouver crowded the straight spars, capped, not with dark foliage swaying in the wind, but with bright-colored flags innumerable."

The official landing of the Duke and Dutchess did not take place until the morning following their arrival—the 24th. It rained hard during the early part of the day, and the wind howled as the various organizations wended their way through the muddy streets to the King's Wharf, but the downpour failed to damp their enthusiasm. The different functions were performed on time without a hitch, and these included the laying of the corner-stone of the present Court House, a luncheon, a "state dinner" and a great reception at Government House at which more than fifteen hundred of our citizens of all classes had the honor of shaking hands with their Royal Highnesses.

At night the city itself was ablaze with light, the triumphal arches and public buildings with electricity, the houses, terrace above terrace, with festoons of colored lanterns. Even the houses of our poorest citizens had candles in their windows and Chinese lanterns hanging outside. For hours, too, from every

Regarding the "wireless episode" and Sir Cavendish's connection therewith: Signor Marconi landed here on December 6th, 1901, ostensibly to communicate with the Cunard liners traversing the North Atlantic Ocean, just along the Grand Banks. The dangers of our Newfoundland coast in the vicinity of Cape Race are well known to Mariners, and it was supposed that his motive was to safe-guard the coastline so that ships might be located well at sea and kept in touch with as they approached there, thus reducing to a minimum the dangers of disasters.

Marconi brought with him an apparatus for the receiving of messages, but not for the sending of them, so no specially important experiments were expected by those not in his confidence. For elevating his long receiving-wire he brought a balloon and some kites, which, with other apparatus, he removed to Signal Hill to begin work. Our Government at the suggestion of Sir Cavendish, placed at his (Marconi's) disposal the Cabot Memorial Tower recently erected on Signal Hill, where the appliances were immediately stored. On Wednesday, December 11, he sent up his balloon, only to break away and sail off—as did the great American airship from the side of Quidi Vidi Lake two years ago—to disappear forever.

Having been an eye-witness of some of his preparatory work on the Hill, I remember the whole incident perfectly well. The rest of his experiments were performed with wires hang-



CABOT TOWER AND WIRELESS TELEPHONE SPAR AT SIGNAL HILL

corner of the town the rockets soared and the colored fires illuminated the clouds. And "the forest of the fishing vessels" that had been bright with flags by day was now hung with thousands of swaying lamps, producing, I think, the prettiest effects of all, while on every prominent height all around the city there blazed a huge bonfire. In the course of the evening a great torchlight procession wound through the streets like some fiery serpent, and another long procession of fishermen's illuminated dories crossed the harbor to the *Ophir*. The five warships of the royal fleet, too, took part in the general illumination, for they were all outlined in electricity and their searchlights played on the sea and shore.

On October 25th the *Ophir* and her escort steamed out of St. John's harbor—homeward bound. They sailed shortly after dawn, so as to cross the fog-haunted Banks and the grounds most frequented by the fishing fleets before nightfall. It was fitting that the oldest Dominion in the Empire should be the one to give the final welcome to the Duke and Dutchess after their long progress through Great Britain, to give them the last send-off, and wish them God-speed as they set out on their homeward voyage. These were grateful duties to our loyal and patriotic people, who performed them zealously and well. As secretary of one of the reception committees I had many interviews with Sir Cavendish Boyle during the royal visit and ample opportunity of knowing that he was highly pleased, as were also the Duke and Dutchess, with the brilliant reception given their Royal Highnesses by the people of St. John's.

ing from kites, these kites being about nine feet square and possessing a considerable lifting power. They were built of bamboo and silk, after the Baden-Powell model. By the time he had lost his fourteen-foot hydrogen balloon and one of the kites the wind died down sufficiently to permit a test, even though not under the most favorable conditions. Thursday, the 12th, was a blustery day, and it required the combined strength of the inventor and his assistants to hold the kite at the elevation of 400 feet, which was desired.

It seems that before leaving England Marconi had given instructions to his assistants there for the transmission of a certain signal at a fixed time each day, beginning as soon as they received word that everything in St. John's was ready. The transmission station, was at Poldhu, Cornwall, the southwestern tip of England. Marconi cabled his assistants when to begin sending signals, and on that bleak winter's day, on the serrated brow of Signal Hill, were received distinct signals across the 1,800 miles of the great Atlantic. Again the next day the signals were repeated, and the experiment was an assured success.

Needless to say, the reception which this wonderful achievement won, when, after two days of self-restraint, Marconi announced the fact, was truly memorable. The world wondered and awaited details. Edison accepted the fact as soon as Marconi issued a second statement. Sir Cavendish Boyle reported the achievement at once to King Edward, and, most significant of all, the Anglo-American Telegraph Company

which possessed a special charter and exclusive rights, demanded the cessation of experiments as an infringement upon its rights, a demand to which Marconi and our Government had to bow.

A few days after Marconi's second announcement, Sir Cavendish gave a luncheon at Government House in honor of the inventor, and invited the editors of our local newspapers and a number of prominent citizens to meet him there. Governor Boyle, one of the most genial hosts I have ever met, was never more genial than on that occasion. There were no "vexatious prohibition acts" in operation then and so the happy guests of His Excellency enjoyed themselves for an hour or more without restraint save such as social etiquette demands at such times and in such places.

In the course of some conversation I had with Marconi on that occasion, and in reply to my congratulations, he calmly, declared that he never doubted his ability to employ the magnetic waves across the Atlantic. "When I am able," said he, to send a message from Cornwall to New Zealand across the Isthmus of Panama, the only land that intervenes, then I shall count that I have accomplished something." He spoke with similar modesty in reply to the toast of his health, which was proposed by Sir Cavendish and received with all the enthusiasm the latter's postprandial efforts invariably evoked.

As I have said before and elsewhere, Governor Boyle was neither a statesman nor a politician in the usual sense of the term. Nature shaped him to shine in the social circle rather than in the Cabinet. Kind-hearted and hospitable almost to a fault, he was ever willing to listen to the suggestions and intimations of those with whom he came into official contact, ever ready to do promptly and gracefully that which he saw or was shown to be fitting. In judging of that fitness he was scrupulous in his desire to avoid wounding the feelings of others: he was ever intent, if possible, to give them pleasure. His honesty of purpose was at all times transparent: in word and deed he was ever sincere.

I can recall many instances of his warmth of heart and

liberality of hand; but this one will suffice for the present: In compliance with a standing order from the Department of Justice, four to six prisoners and a warden have been regularly employed about the grounds at Government House for the past twenty years or more. In Sir Cavendish Boyle's time the officer in charge was an old and faithful warden named Kelly. A few days before his (Sir Cavendish's) departure from Newfoundland I received the following message from His Excellency's Private Secretary: "The Governor would like to give your warden and prisoners employed here lunch and a pleasant half hour to-morrow. Have you any objection?" I promptly replied. "No objection whatever: provided they are not permitted to *toast* His Excellency too often." In the evening, when the warden marched his men back to prison I felt pleased to learn that the Governor had "given the boys a glorious time!" and the warden a very handsome present.

Sir Cavendish left us in 1904. As an evidence of his great popularity and the esteem in which he was held by our people, I need only add that, on the eve of his departure, he was presented with addresses by nine societies representing all creeds and classes. Three years later he became Governor of the Mauritius, a position he filled with much acceptance until his retirement, when additional honors were conferred on him by the Home Government in recognition of his long and faithful service, including his clever work in connection with the wreck of the *Utopia* in 1894. In 1914, he married Louise, daughter of Mr. Reuben Sasson, and spent most of his time in Brighton, where he held property left him by his father. Sir Cavendish died on the 17th of September, 1916.

A race of nobles may die out,
A royal line may leave no heir;
Wise nature sets no guards about
Her pewter plate and wooden ware.

But they fall not the kindlier breed
Who stary diadems attain;
To 'crowns of glory' they succeed,
Heirs of the old historic strain.



PAY OF ISLANDS, AS SEEN FROM BIRCHY COVE

Spring in Bay of Islands.

By Ena Constance Barrett. 4 Curing, April 10th, 1921.

ONLY a few swift, passing hours ago
The ice had fast and strong within the Bay;
Our beauteous land slept silent 'neath the snow;
The winds were bitter, and the skies were grey.
But now—like one great turquoise—spreads the sea,
And white gulls, with the sunlight on their wings,
Circle above it full of rapturous glee
Whilst on the fir-clad rocks a robin sings.

Soon the freed schooners, with their gleaming sails,
Will make their stately way into the West;
And we will tread again the old loved trails,
To seek the Mayflower on the log's swift breast.

Kissed by the sun, and gentle southern breeze,
The barren earth will bring forth luxuriant stores;
Fair bridal veils of green will deck the trees,
And linds will woo, and mate, and build—once more.

We stand bareheaded, breathless with delight,
Before a scene so full of God's great power;
His hand alone—out from the winter's night—
Wrought the vast splendour of his first spring hour.
Surely with eyes of faith, we now can see
Through this glad sight that yet more perfect Spring,
When all the ships of life, from death set free,—
With flowing sails ride out to meet the King.

❁ Newfoundlanders at McGill University. ❁

By J. H. G. Way.

FOR many years Newfoundlanders have been present at McGill, winning honors during their studies and renown after graduation, both in their adopted country and in the homeland; but during all these years there had not been a University Club in which the men from "Ye ancient colony" could meet as a unit, and discuss matters which directly or indirectly affected their relationships as Newfoundlanders.

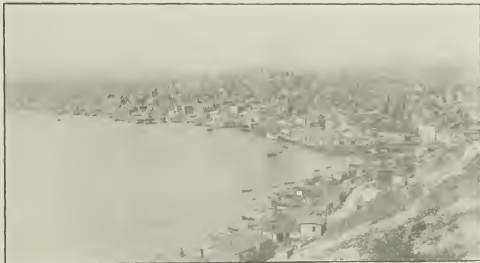
The Newfoundland Society of Montreal had for years brought together, in no mean way, many of the Newfoundlanders residing in the city, but very few of the University men attended.

At the opening of the college session 1919-20 an ultra feeling of independence permeated the fifty Newfoundland students at McGill. These men were not satisfied to be grouped as Maritimers, as far as the sectional club representatives of the University were concerned. The "Trail of the Caribou" had

to attend, but great prestige has been added to the Club, by the fact that Sir Thomas Roddick consented to become its first Honorary President. Sir Thomas was once Dean of the Faculty of Medicine and was born in Harbour Grace.

After the festive board had been swept clean of its bountiful supply the President headed the list by the toast to the King. Col. Peters followed with a toast to McGill. The speaker portrayed the genuine affection which exists in all of McGill's graduates. He spoke of the importance of the University, the vast number of countries represented by its students, and of the importance of manly conduct due from all connected with the college.

Mr. W. H. Hatcher in responding impressed upon those present the feeling of comradeship which existed between all the graduates. He traced his experiences at McGill both as an undergraduate and as a lecturer.



THE HARBOR OF ST. JOHN'S—NORTH SIDE.

become a vital part of their lives, many of whom had been known as Newfoundlanders in Gallipoli and Flanders. A beginning was made to form a Newfoundland Club, and even the very first meetings were surprisingly enthusiastic. Here were men proud of their homeland and fond of McGill, who had met to draw up a constitution not only to foster a love of homeland, but to make more widely known the aims of their Alma Mater to that portion of the youth of Newfoundland desirous of seeking an education abroad.

The first officers elected were—

President—C. F. Davis, M.S.M., Arts '22;

Vice-President—L. J. Jackman, Med. '23;

Secretary—G. Bishop, Arts '23, and

R. H. LeMessurier, Arts '23.

The Executive devoted their time to the organization and consolidation of the newly started Club, and, with the exception of a skating party, no social event took place during the session.

With the present session which has just closed, there came an influx of Newfoundlanders to McGill. Nearly seventy students, studying in the various faculties of the University, were registered. The Newfoundland Club had now become a living factor, established and alert. The Club had come to stay, and at the beginning of the session a dinner was held in the Union. Amongst the guests were—Sir Thomas Roddick, M.D., LL.D., F.R.C.S., Colonel C. A. Peters, D.S.O., M.D., Colonel G. E. Renouf, Rev. W. J. Bradbury, B.A., B.D., and W. H. Hatcher, B.A., M.Sc. The first mentioned was unfortunately unable

to attend. Then there followed the election of officers for the coming year. The previous officers were re-elected, with the exception of J. H. G. Way, Law '23 who was elected Reporter.

The final toast of the evening was proposed by Rev. W. J. Bradbury in a brief manner. Col. Renouf in response gave his hearers a treat in the line of after dinner speeches. With his usual wit and humor, aided by his great memory, he told of many episodes of his youthful days in Newfoundland, and also dwelt for a space upon the enormity of the ignorance which the outside world has with respect to the youngest Dominion.

After the Christmas examinations a skating party was successfully held at the M. A. A. Rink, after which an enjoyable evening was spent at the Edinburgh Café.

With the closing hours of the session came the Annual Dinner. This was held under the patronage of the principal, General Sir Arthur Currie, G.C.M.G., LL.D., while the guests present were Dean Adams, Ph.D., Major Charles Adams, Captain Evan J. Edwards, Messrs. A. G. Howell and George R. Williams. Even though the examinations were quite near, fully one hundred per cent. of the members were present.

Dean Adams when replying to the toast to McGill, ably moved by Mr. A. G. Howell, spoke interestingly of Newfoundland, and of Newfoundland students at McGill. The speaker outlined the plan of the new buildings shortly to be added to the University. Two buildings will be immediately erected, one for the departments of physiology, biology and botany, the other to be known as the "New Science Building," coupled with these will be a new addition to Redpath Library. This is



CATHEDRAL HILL, ST. JOHN'S.

but a beginning in the number of new structures made possible by the six million dollars raised last year. Dr. Adams ended his address by quoting the words of Lord Bryce—"This is an age when science will be called upon to help forward humanity." That the importance of McGill in the Educational and Scientific world is recognized, is shown by the fact that twenty-two different nations were represented among her undergraduates during the past session.

The toast to the Sister Sectional Clubs was proposed by H. Wells, Arts '23, who in a well delivered address spoke briefly of the ties which exist between Newfoundlanders and Canadians.

This toast was responded to by F. H. Fish representing the Western Club, T. L. Bullock representing the Eastern Townships Club, and J. C. Simpson of the Maritime Club.

Capt. Edwards, who is the British Trade Commissioner for Canada and Newfoundland, proposed the toast to Newfoundland. He spoke of his stay in the country and of the hospitality which was accorded him. No address of the evening was more optimistic concerning the future outlook of the Colony, than was Captain Edwards.

Major Charles Adams, President of the Newfoundland Society of Montreal, was the last speaker and he dealt chiefly with the part which Newfoundland played in the great war. He made reference to the time when he saw the "*Florizel*" coming to meet the first Contingent of Canadians, bound to fight for the Motherland. Major Adams is an exceptional good speaker and is proud of being a Newfoundlander.

Here is extended the best wishes of the Club to the three graduating members of this year—A. Johnson, who graduates in Commerce, has been Treasurer for two years and has been the President's right hand man. Walter Vey graduates in Theology, while R. A. Parsons obtains his B.C.L. That these men will uphold the honour of their Alma Mater none need doubt.

Thus is briefly recorded some of the doings of Newfoundlanders and the Newfoundland Club of McGill University. The fact that Canada offers so many alluring advantages to the youth of to-day, many Newfoundlanders after graduating will live in the land of the Maple Leaf; yet no environment, however pleasant and profitable, will ever wrench from their lives an undying love for the sea girl isle, their home—TERRA NOVA.



SEAL COVE, TERRA NOVA.

Our New Knight.

Hon. Sir R. A. Squires, K.C.M.G., K.C., LL.B.

THE QUARTERLY extends to Prime Minister Squires its heartiest congratulations on the high honor conferred upon him by His Majesty the King, who, on June 3rd, was pleased to confer upon Hon. R. A. Squires the honor of Knight Commander of the Order of St. Michael and St. George.

Sir Richard Anderson Squires is the youngest knight of this Order as well as being the youngest of the British Colonial premiers. Sir Richard has had a brilliant career in the professional and political life of the Colony. He has risen from the ranks of the people themselves, and aided by his own native ability, by strong personality, indomitable determination and energy that

requirements of the country and people. Assuming the leadership of the Liberal party in the summer of 1919, on the definite refusal of The Rt. Hon. Sir Robert Bond to again take up the burden of leadership, Sir Richard Squires gathered around him a party of young men, with an almost unbelievable energy conducted a whirlwind campaign and secured an overwhelming verdict at the polls in November 1919, winning the government of the colony with the biggest popular vote ever recorded by the electorate of Newfoundland.

Sir Richard chose the district of St. John's West as his personal fighting ground when he could have chosen a safe seat in many other constituencies. Sir Richard entered the fight determined to win and the close of the poll showed him elected as senior member for the district with a magnificent vote. In the bye-election which followed his assumption of office he was again successful, this time increasing his majority at the general election.

Sir Richard Anderson Squires has shown himself possessed of the qualities which mark the Empire builder. Once he sets himself to any task he fights in spite of all obstacles and success usually crowns his efforts. Last summer he visited the Old Country in connection with the Labrador Boundary dispute between the Colony and the Province of Quebec and attracted considerable attention by his democratic utterances, and his wide range of knowledge of Colonial and Imperial issues.

Sir Richard is a close student of world affairs and despite all the pressure of official life keeps himself abreast of the times. There is no more loyal son of Terra Nova in advancing the interests of his native land than the man elected by the people to the highest office in their gift. In extending sincere congratulations to our new Knight, the QUARTERLY wishes Sir Richard Squires and Lady Squires long years to enjoy the honors recently conferred upon them by their Sovereign King and feels sure that Premier Squires is just now at the threshold of a bright and brilliant future in the public life of the homeland to the welfare of which his life's effort is directed.



HON. SIR RICHARD A. SQUIRES, K.C.M.G., K.C., LL.B.
PRIME MINISTER AND COLONIAL SECRETARY.

knew neither discouragement or flagging, has risen to the highest position a commoner can obtain in the land.

As a public speaker Sir Richard Squires has few equals in Newfoundland. Fluent, forceable and logical, his addresses both in Parliament and on public platforms command the closest attention of all, even those who differ from the political principles he espouses. Sir Richard has had many years of experience in the Executive Government of the Colony. Under the leadership of Lord Morris he occupied the important portfolio of Minister of Justice and subsequently that of Colonial Secretary. To-day he holds portfolios of Prime Minister and Colonial Secretary and in both departments he finds time to deal with the many pressing

The Voices of Nature.

By Robert Gear MacDonald.

THE sea that never ceases with its tone
Of melancholy or of gladsome sound;
The cheerful rustling of the boughs, as round
The woods the blithe winds wanders and is gone;
The glorious thunder, either heard alone,
Or companied with rain that beats the ground;
The roaring of the hurricane profound;
The crash of trees with which the wood is strewn.

All these are Nature's voices, but no less,
(Could but their fine vibrations reach our ears)
The rolling planets in their orbits wide
Have voices that they raise in joy and pride
As marching through the Cosmos' wilderness,
They chant the golden music of the spheres.

The Bernard-Harris Wedding.



LIEUT.-COL. A. E. BERNARD, M.C.



MISS M. ARMOREL HARRIS.

THE marriage of Miss Maud Armorel Harris to Lieutenant Colonel Adolph Ernest Bernard, M.C., took place on June 1st at the Church of Saint Martin-in-the-Fields, Trafalgar Square, London. The ceremony was performed by the Rev. H. R. Sheppard, the Incumbent of the Church who is well known for his services in the War, and by the Rev. Cecil Knight—a special friend of the bride and her brothers.

It will be remembered that it had originally been intended that the wedding should take place in the Cathedral at St. John's, and towards the end of April, Miss Clarice Shute, a cousin of the bride, came out to Newfoundland in order to attend her as principal bridesmaid. Owing, however, in part to the fact that Colonel Bernard found it almost impossible to leave his post, Miss Harris decided to go across to England and be married in London.

On May 7th a large reception in connection with the wedding was held at Government House. This gave an opportunity to many friends to see some part of the cortège arranged for the Cathedral. The little children who were to attend Miss Harris appeared in their special dresses at this reception, namely, Miss Olga Crosbie, one of the train-bearers (Miss Armorel Hutchings the other being absent ill), Miss Joan Bowring and Miss Mary Brinton representing the bridesmaids (Miss Monica Cooper being also indisposed); Miss Etie Brinton was flower-girl; Masters Gordon Winter and Gordon Warren looked very smart as pages; Master Wood was absent. The wedding cake was cut at the reception, the upper tier being reserved to be taken over to England with the special model of the regimental

Caribou, which was its chief ornamentation. The band of the C.L.B., enlivened the proceedings with an excellent selection of music.

Within a week of the reception Lady Harris and her daughter started for England, and within ten days of their arrival the wedding took place. Captain Gordon, of the High Commissioner's office, attended Colonel Bernard as best man. Lady Harris accompanied her daughter to the Church and gave her away. Miss Harris's two elder brothers were there; but Mr. Noel Harris, who has several times been in Newfoundland, was prevented by illness from being present. Amongst the friends of the family present at the Church were Mrs. Bertram Cox, Lady Murray and her sister, Mr. and Mrs. J. A. J. DeVillers, Mr. Oswald Lewis and others, and there was a large crowd outside to witness the departure of the bride and bridegroom. After the ceremony the *Marseillaise* was played. A small private reception was held at the Russell Hotel.

In addition to the very handsome presents which Colonel and Mrs. Bernard received from numerous kind friends in Newfoundland, quite a large number of presents met the bride in England, and also kept arriving after the ceremony.

The bride and bridegroom spent the night at the Russell Hotel, and left Victoria station for Dover on the afternoon of the 2nd of June.

It may be interesting to note that the 1st of June this year happened to be Derby Day, and it was on a Derby Day, the 4th of June, that Miss Harris was born, so that the great Race seems peculiarly intermingled with her life.

We wish Colonel and Mrs. Bernard every happiness.





RENEWS (SOUTHERN SHORE), FERRYLAND DISTRICT.

“Jumpin’ Jabers.”

By P. Florence Miller.

“Jumpin’ Jabers, Chronicle Crimers!”
Tha’s what Big Davey says to me
When I slip down to the shore t’ask him
To take me out in his boat to sea.
“Jumpin’ Jabers, Chronicle Crimers!”
Where’d I be puttin’ a coon like you?
How d’ya know as I won’t capsize yer
Inter the locker under the blue?”

But his eye winks under th’ ol’ sou’wester
That shades the sun from his nice kin’ grin;
“Jumpin’ Jabers, Chronicle Crimers!”
I whispers soft as I tumbles in.
Mus’ ‘bide qu’ite er ner not disturb him—
Watch him puff at his ol’ short pipe,
Big arms puttin’ the shore behin’ us
At each clip o’ th’ oars’ long swipe.

“Jumpin’ Jabers, Chronicle Crimers!”
Half-a-kental as shore as shuck!
Couldn’t a-done it an’ kep’ a-bailin’,
Yo’re my luck, sonny, jes’ my luck.”
Comes to lan’ with a heart all glowin’
Jes’ like the goldy path o’ the sun.
“Jumpin’ Jabers, Chronicle Crimers!”—
Out with Big Davey—tha’s yer fun!

Gives me a little butter tub dipper
All sawed off, ‘cep’in’ jes’ one stave
Lef’ fer a handle, an’ I sure helps him
A-bailin’ over each captured wave.
“Jumpin’ Jabers, Chronicle Crimers.”
I says, as it swishes over her side.
“Jumpin’ Jabers, Chronicle Crimers.”
Echoes the lappin’ lick o’ the tide.

Everything nice sims set to the lilt of it—
Bit o’ fresh codfish cooked to sea
Tas’es great; an’, ‘thout no milk in it
Nuthin’ is nicer’n kettle-tea.
Hard-tack’s *not* hard with “Jumpin’ Jabers”
An’ “Chronicle Crimers” to take it down—
Gee! How I wish I could jes’ stay fishin’
An’ never no more go in to the town!



HOLYROOD, CONCEPTION BAY.

Mothers Who Bear War's Sorrows.

By Maurice Maeterlinck.

THEY bear the great sorrow of the war. We come in contact with mothers who lost their sons in the war, and others who lived in anxiety, which was more cruel than the certainty of death, in the city streets, in the country, and wherever people live.

Let us try to understand the loss that is theirs. They know what it is, but they do not tell it to us men.

In their declining years the boys are taken from them in the prime of life. When little children die it seems as if the infant souls scarcely go away, but linger about her who brought them into the world, waiting for the hour when they shall return in a new form. The death that visits the cradle is not the same death that spreads terror over the world.

But a son who dies at twenty does not come back; he leaves no hope behind. He takes away with him all the future in store for his mother. All that she had given him, all the promise that was in him; the pains and griefs and smiles of birth and childhood, the joys of youth, the recompense and reaping of maturity, the support and peace of old age.

He takes away far more than himself; it is not his life alone that ends; it is days without number that are suddenly cut off, a line of posterity that is snuffed out; a crowd of faces, laughter and games and tiny caressing hands that fall at one blow on the field of battle, say adieu to the sun and return to the earth before they have known it.

All this the eyes of our mothers see even if they do not reckon it, and it is this that makes none of us able at certain moments to bear the weight and sadness of their gaze.

Yet they do not weep like the mothers of other wars. One by one their sons vanish, yet their moanings and complaints are not heard as in times gone by when great tribulations, great massacres and great catastrophes were wrapped in the clamor and lamentation of women.

They gather in the market places, they blame not, they accuse no one, they do not rebel. They gulp down their tears, as if obeying a password that they have transmitted to one another without the knowledge of men.

One cannot know what it is that sustains them and gives them strength to bear what is left to them of life. Some of them have other children, and one understands how they transfer to these the love and the future that have been broken by death. Many have never lost their faith in the eternal promises, or are trying to find it again; and again one can understand why they despair not, for neither did the mothers of the martyrs despair. But many others, whose homes are forever desolate and for whom heaven is peopled only with pale phantoms, cling to the same hope as those who hope always.

What is it, then, that sustains this courage which so astonishes our eye?

The best of us, the most to be pitied, the wisest among us, on meeting one of these mothers, who furtively turns away to wipe her eyes that her trouble may not offend those who are happy, when he seeks to find words which shall not sound like odious or mocking falsehoods in the blinding truth of the most poignant grief that can afflict a heart, finds almost nothing he can say to her.

We talk to her of the righteousness and beauty of the cause for which the hero fell, of the immensity and necessity of the

sacrifice, of the memory and gratitude of mankind, of the nobility of this life which is not measured by length of days but by sublimity of duty and of glory. Perhaps we add that the dead die not, that there are no dead, that those who are no more live closer to our souls than when they were in the flesh, and that all we held most dear in them remains still in our hearts, so long as memory can call it up and love can keep it alive.

But even while we speak we feel the emptiness of what we are saying. We understand that all this is true only for those whom death has not hurled down into the abyss where words are only hollow sounds; that the warmest recollection does not take the place of a cherished reality which one can touch with hands or lips; that the most exalted thought is worth nothing to the familiar comings and goings, the presence at table, the morning and evening kiss, the parting embrace and the joy of the welcome home.

And they know it and feel it better than we: this is why they do not reply to our words of consolation; they listen in silence and find within themselves other reasons for living and hoping than those that we, by vainly searching the whole horizon of certainties and human thoughts, endeavour to bring them from the outside.

They take up the burden of their days without telling us whence they draw their strength, without imparting to us the secret of their sacrifice, their resignation and their heroism.



Ain't It Fine To-Day.

By James Whitcomb Riley.

Sure, this world is full of trouble—

I ain't said it ain't,

Loid, I've had enough and double

Reason for complaint

Rain and storm have come to fret me,

Skies are often gray,

Thorns and brambles have beset me

On the road—but say,

Ain't it fine to-day?

What's the use of always weepin',

Makin' trouble last?

What's the use of always keepin'

Thinkin' of the past?

Each must have his tribulation—

Water with his wine:

Life, it ain't no celebration.

Trouble—I've had mine—

But, to-day is fine!

It's to-day that I am livin',

Not a month ago,

Havin': losin': takin': givin':

As time wills it so.

Yesterday a cloud of sorrow

Fell across the way:

It may rain again to-morrow.

It may rain—but say,

Ain't it fine to-day?





The Sportsman's El Dorado.



From "Newfoundland and Labrador," Published by High Commissioner of Newfoundland in London.



SHOOTING ACROSS LAKE HOWLEY.

PROBABLY no country in the world has more to offer in the way of sporting attractions than Newfoundland.

To the ex-Service man with an appetite for adventure and the unknown, the "undiscovered" places in the oldest outpost of the Empire should make a special appeal. It only takes eight days by direct steamer from Liverpool to reach St. John's, after which a veritable mystery land of sport and travel lies waiting to be explored. Curious as it may seem, there are vast tracts of the interior of Newfoundland that remain as unexplored and unknown as the wilderness in Central Africa.

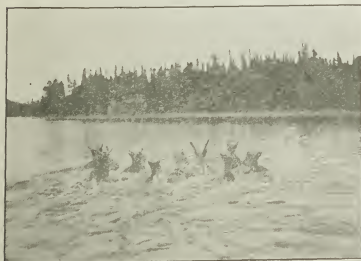
A holiday spent in the interior of the island will amply reward the traveller, and will reveal to him a wonderland of Nature's handiwork unimagined in his wildest dreams.

The lakes and rivers of the country abound in salmon and

trout, and the marshes and moorlands of the "Hinterland" provide the natural abiding place of countless herds of native Caribou. The very nature of the ground upon which the Caribou are hunted and through which the finest rivers flow, is sufficient to hold spellbound the lover of Nature's creation which is undisturbed by man.

The Newfoundland Caribou are a valuable asset to the country, and they are preserved by the enforcement of Salutary Game Laws. The species is, in fact, an almost exceptional instance of the preservation in its natural state of wild animal life without depletion in numbers.

The woods of the Northern Peninsula are the summer home of these restless wanderers; their habits are migratory, and they can be seen in great numbers doing their annual "trek," passing through woodlands and over the barrens, and swimming in herds across the lakes. There are certain tracks that the animals



A HERD OF DEER CROSSING GRAND LAKE.



AFTER A TAY ON THE BARRENS.

return to year after year in order to make their yearly pilgrimage. One station on the railway line called Howley, where the herd is supposed to pass close by, has for long been a favourite observation point from which to view the animals on their journey. So unused are these deer to the human presence that it is often possible to approach quite close to them unobserved. To watch them swimming the lakes, carrying antlers of great beauty, is an unforgettable sight. Often one can remain hidden and photograph them as they feed quietly on the rich natural grass and the mosses so characteristic of the country, until of a sudden some noise disturbs their peace of mind and they move silently and swiftly away.

The Newfoundland Partridge or Willow Grouse are of a superior kind, of rich and delicate flavours, and they are entirely free from disease owing to the coverts being well separated. They are found in great numbers on the barrens and near the

The Lynx is familiar to the sportsman, too, though more from his destroying habits than from observation, the local hares and grouse fall victims in great numbers to this destructive creature.

There are vast spaces in Newfoundland that have never been trodden by the foot of man, so that an additional attraction is thus offered to the pioneer huntsman whose instinct calls for the unexplored.

Fishing in the rivers and lakes of Newfoundland is a most fascinating pastime, they seem to be alive with salmon, grilse, and trout. The brown trout is found in all the waters of the island, and ranges in weight from a few ounces to seven or eight pounds. Sea trout are found in some of the estuaries in the early summer months.

The Atlantic salmon abounds in most of the Newfoundland rivers, and it is rare sport to sit and watch them leaping the falls



SPORT IN NEWFOUNDLAND.

moorlands of the island—their most popular haunts are in the vicinity of the Peninsula of Avalon, from Cape Race to Cape St. Mary's.

There is a plentiful supply of game of other kinds: hares, for instance, of which there exists a prolific breed indigenous to the Island, rabbits, wild geese and ducks, curlew, snipe, plover, otter and beaver.

Other forms of wild life are found in the black bear which is nourished by the berries that grow in great profusion all over the country. Beavers are plentiful, as is evident by the presence of dams in the upper reaches of the large rivers, and the silver fox is a native-born resident of the remoter norther districts of the "ancient colony."

Fox-farming is extensively engaged in at present, and is proving a most profitable industry; content to be restricted in his wanderings this little animal thrives and reproduces in his captive state.

in great numbers, during their journeys upstream, as many as 100 salmon per minute can be counted surmounting the falls in this manner. The habit of the salmon is to travel up the rivers to still waters at the sources, and there, in the quiet of the deep calm lakes, to reproduce his kind. The ascending journey takes place in June and July, and it is during these months that the salmon fishing is best.

Fishing salmon with nets is prohibited, and the rivers are closely supervised by an energetic Game and Inland Fisheries Board.

Th angler coming to Newfoundland will find a ready welcome from the residents, as nearly every man in the country is, or has been, a fly fisherman.

In those parts of the island, which the railway serves, or to which there is access by means of the many excellent roads, hotels of the type beloved by sportsmen may be found, of much the same kind as the country inns in England. Here canoes,



SHOT AT UPPER HUMBER, BIRCHY LAKE.

for exploring the smaller rivers may be obtained by visitors, and guides, and tents are provided, so that guests enjoy a thoroughly sporting and unconventional holiday. Nothing finer can be imagined than a holiday spent in surrounding of such unspoilt beauty, in a climate that is so exhilarating and bracing, and with such a variety of sport as is offered on all sides.

Motorists will find some excellent roads in parts of the island especially near St. John's.

The climate in Newfoundland from June to October is very nearly ideal. The days are pleasant and not too hot, and the nights are cool and refreshing.

The sportsman who is provided with camp kit can have no more perfect surroundings in which to pitch his tent than upon the islands that are so numerous in the large open bays, or on the river banks. The very finest water, so essential to the holiday makers' comfort, can be drawn from streams that run in all directions and in almost every district in the country.

Good Guides are provided upon application to the Reid-Newfoundland Company, in St. John's, and in the care of these



THE HUMBER RIVER.

experts a unique holiday may be spent in a most attractive environment.

A sportsman's outfit usually consists of camp equipment similar to that used on active service in the army, most of the requisite articles of which can be obtained locally, in St. John's, although those who contemplate making a prolonged stay "up country" should be provided with a tent and sleeping bag, or camp bed, before starting on the journey.

The fishing rods used are of the recognized English pattern for salmon and trout, and the flies most acceptable to the fish are the familiar ones in use in other countries. Rods can be purchased in Newfoundland, but shot guns and rifles are not stocked in great variety, and these should be brought in by the sportsman as part of his equipment. The same applies to ammunition.

Yachting is not within the means of everybody to enjoy, to

41½ LB. SALMON CAUGHT AT TOMPKINS.
LITTLE RIVER.LITTLE RIVER SEA TROUT
FROM 1½ TO 3½ LBS.

those however who have time and opportunity to cruise in and out of the bays and inlets, an ideal experience is offered.

The hills surrounding the water courses are of an unkempt grandeur, not yet spoiled by the artifice of man, and the fertile valleys of noble rivers sit in luxuriant beauty in the shelter of forest lands.

To the city man ill at ease with the strife of the busy world of industry, a "lotus land" of surpassing beauty can be found within the shores of the Island Dominion.



PRIEST'S FALLS ON BERNARD RIVER, NEWFOUNDLAND.

CLOSE TIME FOR FISH AND GAME.

- For Birds (excepting Wild Geese and Crows).—January to September 20th.
- For Caribou.—From February 1st to July 31st (both dates inclusive) and from 1st October to 20th October (both dates inclusive)
- For Foxes.—From March 15th to October 15th.
- For Lynx.—From April 1st to October 1st.
- For Marten.—From April 1st to October 1st.
- For Muskrat.—From May 1st to October 1st.
- For Moose or Elk.—Indefinitely.
- For Otters.—From April 1st to October 1st.
- For Rabbits and Hares (guns).—January 1st to September 20th.
- For Rabbits and Hares (traps and snares).—March 1st to September 20th.
- For Salmon and Trout (in rivers, brooks, streams, ponds or lakes).—From September 15th to January 15th.

NOTE.—License for non-residents to kill Caribou, \$50.00. Maximum to be killed, three stags.

Caribou must not be hunted with dogs nor killed with any weapon other than fire-arms, nor while crossing a pond, lake or stream.

Galway Notes---Lord Morris.



LORD MORRIS, late Premier of Newfoundland, is a peer whom Galway has reason gratefully to remember. Some years ago when Prime Minister he came here and delivered an interesting and eloquent speech pledging his government to support by a generous grant a contemplated scheme for making Galway once again a Transatlantic Port and thereby establishing a connection with it and England's oldest colony. The war put an end to all these fine projects but it has not dimmed Lord Morris's interest in it.

Lord Morris in addition to being a first rate lawyer is also a fine writer and in the Christmas Number of THE NEWFOUNDLAND QUARTERLY—a very creditable publication—he writes most interesting reminiscences of his bar friends and experiences. A delightful personality whom his Lordship graphically portrays is the late John Hoiles Bone. He was a humourist and never without his joke and yet an able man and eloquent speaker. He wrote well and spoke well and was a charming companion. To his memory his old friend has written as excellent a sketch as



FISHING AT THE TWO-MILE FOL, PLACENTIA.

ever I read. I can from reading it picture the subject in my mind's eye. Thus he is described in one part:—"To make war on snobbishness and bigotry in all classes gave him the greatest pleasure. His criticisms were not severe or unkind, he never had a libel against him. . . . He saw round him daily the follies and artificiality of men and none understood them better than he. With Byron he could say 'Fools are my theme, let satire be my song'. His satire was like 'the keen edge of a sharpened razor, wounding yet scarcely felt or seen.' This weapon he did not use indiscriminately, nor did he run amuck with it, dealing blows to all he met but only where deserved. . . .

His unique character, buoyancy of spirit, fine abilities, simplicity of manner, rich and racy humour, ready repartee, flashing wit, hatred of uppishness, love for the under dog and high sense of justice made him one of the most attractive and popular personalities of his day. To these qualities and to no other did he owe the position he attained in his profession, in public life and in the hearts of his countrymen. When he began practice he had not a relative or friend on whose influence he could rely to bring him a case in the Police Court and from his own sheer merit and grit he became one of the leaders of the Bar before he attained middle age."

This is a very fine and graphic account of a man who from Lord Morris's description of him one would like to know.—*The Tuam Herald*.



A Plea for the Keeping of Better Live Stock.

By A. J. Bayly.



PURE-BRED HOLSTEIN-FRIESIAN CATTLE AT STOCK FARM.

ONCE upon a time citizens, when they desired to bestow upon some good and tried man something that money could not buy—something that placed a halo about him, something they felt very proud of having the power to give and which the recipient felt honoured in accepting—they gave him a seat in Parliament. That was in the days of long ago when a bull was not considered a political force, nor would the acceptance of a pair of pigs by a voter be considered a guarantee that a man and all his relations would in duty bound vote for a Candidate seeking political honors, and if an Honourable Member did entrust to the tender care of a constituent a ram to be taken to his constituency he could rest assured that the charge would not be lost and won at a game of forty-fives on the way to its destination. But that was a long time ago, as I have said.

One's better feelings at such doings would be horrified in the old days. Public spirit then was regarded as a thing sublime—it was a god having a dear place in every man's bosom. Gradually with changing times these nobler feelings associated with public spirit became dulled, and men in various walks of life accepted the bribe in some form or other, for that is the real name of the thing—for any political influence they may or may not possess, whilst the old fashioned "honor" or "pride" of the gone-by age lives only in memories.

Can it be that we are a people without a Public Spirit? Think of it! A people without a Public Spirit! Compare the quality of the Public Spirit of to-day with that which existed but sixty years ago on these very shores. In the good old days the general good of the community was considered in a public spirited way. What occurs nowadays in a public spirited way for the public good? Have people become indifferent to their own welfare?

Take, for instance, animals owned generally throughout the Dominion. What thought is given to their sleek appearance? How frequently are they groomed? Who cares if they are unkempt? What attention do they get other than the tossing to them of a handful of hay—half a feed?

It is by the improvement of the live stock industry of this country that we will be reviving that lost treasure,—call it what you will, Honor, Public Spirit or Self Respect. There are communities in this Island where the Agricultural Department had placed good animals upon request of Agricultural Societies. These animals were let loose to roam where they would until winter's snows covered deeply the last vestige of a long-since, fully-grazed stubble, and not a man in the community would be found to give them shelter. In some cases they were returned

miserably starved creatures, in others a charitable man would take the animal's carcass for its winter's feed and kill it.

The class of animal now generally kept may be regarded as an index to the degree of public spirit prevailing in the community in which it is kept. The influence that animals must necessarily have upon people who become associated with them is very great, especially if one keeps kindly well cared for animals.

Nobody knows better than the writer that our people are fishermen and not farmers but, given an opportunity, why should not the fishermen be placed in a position to keep a good cow as well as other folk. I do not blame the people for the class of live stock kept. They have been taught by politicians for many years past to depend upon the Government for male animals for the community and rather than contribute one dollar for each female, cow owners have been known to give up keeping cattle. A case is on record where a good bull had been sent to a village on condition that it be kept under control and at the end of three years it would become the keeper's property.

About sixty cows were known to be kept within a radius of four miles. One cow owner only contributed his dollar. There were two calves in that neighbourhood as a result, one of them belonged to the keeper of the bull, the other to the school-master.

The scrub bull is much in evidence in many localities. Cows are being bred to it because of the universal practice of turning all animals at large from the time the snow begins to disappear until it again covers the ground. People have not been taught that there is in existence a better breed of cattle than their own animals, nor do they know that if their cows were bred to pure bred sires such a difference would occur in the offspring that in two generations they will have doubled in value, both as milch cows and as beeves, provided a better ration and better care be given them.

If the owner of two cows could not feed them both liberally it would pay him best to keep only one. The offspring from the better kept cow bred to a pure bred sire would give him a better return than he could possibly get from the original two cows bred to the scrub bull. The male offspring will make good steers, but if they were used as sires the grading up process would simply be brought to a standstill.

A healthy hand-in-hand co-operation is wanted to improve the country's live stock. The "bone and sinew," the elegants, the magistrates, the doctors, the teachers and the merchants, could each become an example and have a good word for the better live stock movement. Every settlement could not expect a pure bred sire right off, but could prepare for it and be ready to accept one when its turn comes.



HOLSTEIN-FRIESIAN BULL.

King Keyes Pieterije, C.H.F.H.B. No. 42715, Vol. 24 Newfoundland Live Stock Herd Book, Vol. 4, No. 10. Calved 1st August, 1919.

Sire—Roycroft Pieterije Prince, No. 32417 H.B. Dam—Manor Keyes Summerville, 53616 H.B.

The latter has the wonderful seven days record at one year and eleven months of 20.1 lbs. of butter from 450.6 lbs. of milk.



AYRSHIRE BULL AT STOCK FARM.

Lord Rollo—C.A.H.B. 48709. Newfoundland Ayrshire Herd Book, Vol. 1, No. 6. Calved November 2nd, 1915.
Sire—Orange Kelly, imp. 30841 (7898). Dam—White Lady 2nd of Springbrook Farm 30935.



STANDARD BRED STALLION AT STOCK FARM

Standard Bred Stallion—Burt Axworthy, 48081. Sue—Dale Axworthy, 37502. Dam—Ermi by Advertiser, 17542.
Canadian Standard Bred, S.B. 1845. Enrolled Under the Ontario Stallion Act. Newfoundland Stud Book, No. 8,
Vol. I. Trotting Record—2.08 $\frac{1}{4}$.



The Stock Farm Working Pair of Percherons.
"TED" and "DAISY."



PURE BRED ABERDEEN HEIFER AT STOCK FARM.
1st prize Heifer Toronto Exhibition 1920.

The proposed Community plan of "grading-up" from cows now kept and pure bred bulls is the correct one to adopt and in any locality where a pure bred sire is placed the local scrub bull must be immediately prohibited. Anybody who knows anything about animals knows right well that this country is losing hundreds of thousands of dollars annually because scrub bulls are permitted to roam at large. It is only through the community breeding plan that we must look for improvement. The need of improvement is immediate. Why not stop the loss to the country that is so visible to any observer who will see it?

Last year we imported fresh meats	
to the value of	\$403,688.00
Do. Cattle	309,870.00
Do. Sheep and pigs	23,595.00
	\$737,453.00
Do. Salt meats—salt beef	\$1,145,737.00
Do. pork	1,441,886.00

Making a total of \$3,324,776.00

The sending of all this money out of the country for material that we are quite capable of producing at home is nothing more or less than the admission of weakness on somebody's part to handle the situation. No matter how that situation is viewed everything indicates that a larger grant is necessary for agricultural purposes especially for more and better bulls.

A bad Codfishery occurs once in a while—everybody knows the far-reaching effect of it. The cattle industry is a "bad fishery" all the time, through want of initiative. Here is somebody's opportunity—a giant's opportunity. The door is wide open for men in this business, men who will give their animals caresses and feed instead of rough treatment. Make no mistake about it—the opportune time is right now, and the giant given the opportunity can make the desert bloom as a rose. For instance, a meadow seeded with a mixture of Red Top, Clover and Timothy will leave something in the field when the crop is re-

moved besides stubble, and which will be a vast improvement even on the "two blade grass," and if cattle owners will co-operate and take a lively interest in their stock and in the "community grading-up scheme", the increased value of the animals would soon be apparent and make it worth while. But they must have better feeding stuffs: Timothy Hay is poor feed for cattle. The above-named mixture would be very much better. Other feeding stuffs that will give large yields are Oats, Oats and Peas, Oats and Vetches, and Sunflowers; also, Mangolds, Turnips and Carrots. These facts have long been recognised.

Right here is also a great opportunity for the Banks doing business in this Dominion to lend a hand by becoming interested in the "Better Bull Scheme." It is only in the "promising localities," where there is something doing, that the Canadian Banks operate. Many of them are ideal places for the encouragement of the "community breeding plan." Such a co-operation as I have outlined, with better animals as a goal will add an interest and charm to life and fill the void that is now wholly occupied in town by play and outside of it by monotony.



JERSEY BULL AT STOCK FARM.

Bampton Fanny's Lord, C.I.C.C.R. No. 12022. Newfoundland Live Stock Herd Book No. 1.
Sire—Calved 14th January, 1919. Sire—Bampton Pri ht Lord, No. 8341. Dam—
Bampton Radiant Lady, No. 8381.

Commemoration Day, July 3rd, 1921.

Sergeants' Memorial Unveiled by His Excellency The Governor.



HE solemn and imposing ceremonies connected with Commemoration Day, 1921, will long be remembered by the many thousands who attended Sunday, July 3rd, to honor the memory of those who went west in the great conflict.

This year the service, which on the two previous occasions was held in Bannerman Park, was removed to the foot of Garrison Hill, where, as an added mark of respect, the unveiling of the Memorial erected by the Sergeants of the Regiments, was included in the general Commemoration Day Service-s.

The arrangements in connection with the ceremony were excellently carried out, especially as regards the near relatives of those who fell, whilst the general public, also received a full view of the impressive ceremony.

The simple yet impressive ceremony of unveiling the Memorial was then, amid the profound silence of the assembled throng, performed by His Excellency, after which he read the names of the warrant officers and sergeants who had made the Supreme Sacrifice. The C.L.B. Band then played two verses of the well known hymn, "Nearer My God to Thee," the public joining in the singing, whilst a detachment of Sergeants advanced to the monument and placed a wreath, symbolic of affection and remembrance of the pals whom they wished to honor. As the last notes of the familiar and inspiring hymn died away, three volleys were fired by the "firing party" which was in charge of C. S. M. J. Andrews.

The most touching part of the ceremony was the placing of wreaths by the friends and relatives of the departed ones. The various Societies and organizations sent handsome wreaths, and



COMMEMORATION DAY, SUNDAY, JULY 3, 1921.—The first anniversary of the Battle of Beaumont Hamel at the opening of the British offensive at the Somme, July 1, 1916, in which so many of our gallant soldiers went unto death—Memorial Services were held in all the Churches.

In the afternoon there was a joint parade of Royal Naval Reservists, Volunteers—returned heroes and those attached to headquarters—and the City Brigades—Addresses being delivered by Right Hon. Sir Edward and now Lord Moira and Hon. Dr. (now Rt. Hon. Sir William) Lloyd at Parliament Building grounds, where the above photo was taken by Holloway.

At 10 a.m. the veterans together with the City brigades and a detachment of Naval men from the *Briton*, formed up in the Prince's Rink grounds and proceeded to the different city churches, where special memorial services were held. After church the parade re-assembled on the square opposite the Synod Hall, the various parties together with the representatives of the city societies and public officials, being allotted to their particular sections.

In the meantime, thousands of citizens had assembled on Garrison Hill, Queen's Road, Cathedral Street and all points of vantage in the vicinity, and at noon the sight presented was a most imposing one.

Shortly after noon the color party arrived, taking position immediately in front of the monument, and were received with the General Salute. A few minutes later, His Excellency the Governor, accompanied by his niece, Miss Shute, together with Commander Kerr of H.M.S. *Briton*, and Capt. Hamilton, Saltmarsh and Baird, arrived and were received by President Higgins, the executive of the G. W. V. A. and President Peckham of the Sergeants' Committee, and were shown to seats within the enclosure.

as the long line of bereaved wives moved past the monument and laid thereon their tokens of love, the Bands of the C.L.B. and Highlanders played the "Dead March In Saul," and the "Lament".

One of the most pathetic incidents of the day was the token sent by the mother of a deceased soldier. It was in the form of a card containing a bank note, and bearing the inscription:—"In loving memory of No. 385 Pte. Frank Roberts. My wreath to the most disabled soldier placed to day, July 3rd."

After the wreaths had been placed in position, His Excellency the Governor delivered the panegyric.

THE PANEGYRIC.

FRIENDS AND FELLOW CITIZENS:

We may well dwell for a moment, first on the thought of the Sergeants Memorial which I have just unveiled as a tribute to all their comrades from that body of men who may be called the backbone of any British Regiment. Primarily, perhaps they had in mind those fallen comrades whose names I have read out, but their tribute goes beyond this—to all the men of whatever description, who gave their life and left their bones in a foreign

land, nor saw again this Island home that they loved. It is a timely tribute from brave men, and it is an inspiration to others—it gives a sense of permanence and points the way to all other Memorials. Yet I did not forget that only lately I unveiled at Bell Island a monument to the men who belonged to that place. And even as late as last evening I received from the Chief Justice a photograph of the Memorial Tablet affixed in the Hospital of the Order of St. John in Jerusalem itself dedicating a Newfoundland bed to be a memorial for all time to the sons of this Colony who served in the East and in Gallipoli and elsewhere.

Now let me say one word as to this Commemoration Day. I think it was well that the Great War Veterans by an almost overwhelming majority nearly two years or so ago declared for the Sabbath as the day on which to commemorate the sacrifice of these our dead. Only on the Sunday can one secure that faithful observation of a solemn anniversary, which should not be a holiday but rather a tribute to the aims and ideals of those who have gone before. I was touched, as you would have been

And I say it not only of the dead but of the *invalided* and broken men of whom some are before us now—Yes! And the many who still can take their place in the daily ranks of work. Truly it is right that you would ask me for a panegyric. And in using this idea we can pass beyond the effort of the Greeks. We have something higher to inspire us. Like the great chords of a magnificent dirge the deeds of these men appeal to our imagination and thence we pass to that hymn of praise which is the crown of a higher revelation than the ancients enjoyed.

And here let me beg you in these modern days not to be misled by the so-called scientists, into doubt and unbelief. Let me, as one that has studied deeply some corners of science, warn you against the scientific student and thinker, who is so intent on his one study that he cannot see anything beyond it. Too many scientific men confuse the capacity for defining with the possibility of explanation. Even lately there has come the new theory that after all there is not infinity or eternity, but something that can eventually be measured. I, as a mathematician, appreciate the force of a new statement of theory—



HIS EXCELLENCY SIR CHARLES ALEXANDER HARRIS, K.C.M.G., C.B., C.V.O.

touched, at the faithful devotion to their memory shown by those two men who came to see me yesterday. Anxious they were to do all honour to their former comrades, yet when they could not arrange all that they had wished they acquiesced with that spirit of fine discipline and contentment which is the real basis of the deed which we commemorate to-day in the dead. You may thank God, and I thank God, that amongst the men who served and have with you walking in and out amongst you lives the same spirit which animated those heroes whom we commemorate this day. These men live to perpetuate ever the memory of their friends and shall we not strive to realize what to-day means to all of us? The fathers and mothers of the dead do not forget them—day by day they are thinking of them, and these men who gave their lives are the sons of all of us in real fact.

And let us pause again to think what they gave. Consider how great was their sacrifice, home and its comforts—parents and friends—the haunts they loved so well. They gave all up that they might make the world better for you and for all of us. And all for a cause which they may have seen but dimly at first,

possibly a more accurate definition. But in real truth it is only the same difficulty in a new guise. Therefore, let not go your hold on the conception of the higher power or eternal love. There seems to me to be a spirit of man, and I can think that the spirits of these dear ones who have gone on before may be with us now, aiding, approving and helping us though we do not see and do not rightly understand.

And like those Ancient Greeks set before their citizens on such occasions as this, the duty of all men to the State—we have something wider and greater. The men to whom this Memorial is erected, went out to serve the world and within the world thought first of the British Empire, and within that Empire they loved Newfoundland. It is for Newfoundland, its problems and its difficulties they would call to us to-day. Shall we not feel their appeal? Would they be disappointed because the world still seems so far from peace? Would their sacrifice seem in vain? I think not. They will feel with us that no real good deed is done in vain. "Carry on," they would say—"Keep the old flag flying." Let their spirit brace us, and let me impress one idea on all standing here to-day:

"Yet I doubt not through the ages one increasing purpose runs,
And the thoughts of men are widened in the process of the suns."

Yes! We who are left behind have a work to do. We shall best honour our dead by determining to help one another day by day—by unselfish cooperation, by honest work, by sympathy and kindness till we can realize in the words of the poet,

"Men my brothers, men the workers, ever reaping something new,
That which they have done but earnest of the things that they shall do."

At the conclusion of His Excellency's address, the "Last Post" was sounded, and the "Hallelujah Chorus" was played by the C.C.C. Band, thus bringing the impressive ceremony to a close.

The Monument, which was unveiled by His Excellency the Governor, at the ceremonies, was erected by the Sergeants of the Regiment, and is an eloquent tribute to their thoughtfulness and devotion to the memory of those friends with whom they were associated in the days from 1914—1918.

The simple, yet splendid Monument takes the shape of a Celtic Cross of Scotch grey granite which is set in a rough boulder-base of Newfoundland granite. A bronze plaque, depicting the badge of the Royal Newfoundland Regiment, is set in relief on the Cross itself, and along the shaft a sword is carved which pierces a dragon at the base. In the boulder is set a granite plaque, bearing the following inscription:

"Erected by the Warrant Officers and Sergeants of the 2nd Battalion, the Royal Newfoundland Regiment, in memory of Officers, Warrant Officers and men of the Regiment, who were killed in action, died of wounds or sickness in the great war, 1914—1919."

The Monument, which stands 14 feet high, was executed by the well-known firm of sculptors, Messrs. Stewart McGlashen & Son, of Edinburgh, and all arrangements in connection with its designing and purchasing were made by Capt. H. A. Anderson, who was untiring in his efforts, whilst the Sergeant's Committee, together with the G.W.V.A. are responsible for the splendid success of yesterday's Commemoration Day Services.

The work of erecting the Monument was performed by Mr. Charles Henderson, sr., of the Reid Newfoundland Company free of charge, and with his capable assistants no time was lost in getting the Monument in position. Mr. Henderson made a special trip to Port Blandford and personally selected the granite boulder which weighed over six tons, is very similar to the Scotch granite, and was brought in by special car and through the courtesy of Mr. Gus Lester, was conveyed from the station to the site free of charge. Mr. Henderson and his staff then

got to work and it was through their energy and ability that the Memorial was ready for Commemoration Services. The splendid arrangements at the function were worthy of all praise. Veterans of all ranks, as well as the public showed in an unmistakable manner that Newfoundland had not forgotten those "who went, but who returned not." Before leaving Fort William for the Commemoration Ceremonies a collection, in aid of the War Memorial was taken up amongst the Veterans on parade and the sum of \$45.81 was received.—*From The Daily News, July 4, 1921.*

✻ First and Latest. ✻

By G. M. S.

When back along the far-stretched ways
The traveller, turning, looks and ponders;
Views o'er again the bustling maze,
And dwells once more where memory wanders,

How brief and dim each flitting scene,
As one into the other changes:—
The forms, the faces that have been,
As o'er the past his musing ranges!

Amid the voices on my way,
The footsteps on life's highroad meeting—
An ever passing, changed array—
One scene is fixed, where most are fleeting.

One little band keeps constant form,
One moment stays 'mid hastening ages;
One lull lies in the midst of storm,
Though all around the whirlwind rages.

Clear through the thickening mists of time—
O'er swallowing gulfs of distance lifted;
While later scenes are dulled with time,
O'er later loves the sands have drifted,

One circle rounds before my eyes—
The ring my life's gem chose for setting;
Holds all of loving and of wise
Secure from changing or forgetting.

There, dearest ones no more on earth,
To find you are my fancies driven;
I turn to the old place of birth
As others turn with theirs to heaven.

The Gallant Harry Hawker Killed.

Just as we are closing our pages for this issue the public message announced the following: "London, July 12.—Harry G. Hawker famous aviator, was killed on the Hender Flying Field to-day. His machine burst into flames as it alighted on the field. Hawker achieved fame in May, 1919, when he attempted the Trans-Atlantic flight from Newfoundland land to Ireland, his machine falling into the water in mid ocean. He was rescued by the Danish steamer *Mary*. The Trans-Atlantic crossing was achieved a month later by Capt. Sir John Alcock who himself died in Dec., 1919, result of injuries received in a crash to death near Cottevard in France."



Commander M. Grieve, F. P. Raynham, HARRY G. HAWKER, Major Morgan.



SCENES IN TOWING PARK.

The Late Archibald R. H. Macpherson.

MR. ARCHIBALD MACPHERSON, President of the Royal Stores, Limited, had been in poor health for several months, but the news of his passing in London, Friday, June 10th, came with startling suddenness. Only two days previously he had wired his intention to return by the *S.S. Digby*. Like his brother, the late Campbell Macpherson, whose memory remains fresh and fragrant in the hearts of thousands, Mr. Archibald Macpherson has passed away in the prime of his manhood and usefulness, and at the same age, 57 years. He was educated in this city and Glasgow. On his return he entered his brother's business for which he was the buyer for many years. When the Royal Stores, Ltd., was founded in 1895 he became a Director and Buyer, and when thirteen years later the active brain and indomitable energy of the founder of the firm had been silenced by Death, succeeded him as President. It was his privilege and pride to witness the sapling of 1895 attain to the lusty growth of its Silver Jubilee. The Royal Stores will continue to expand, other hands and other brains will guide and lead, but its debt of gratitude to its first two Presidents can never be repaid.

Mr. Archibald Macpherson was prominent in business circles, and closely identified with many local industries. He was a director of the Newfoundland Boot and Shoe Manufacturing Co., and President of the Riverside Woolen Mills, Ltd., a friend to education, he followed in the foot-steps of his brother, and as a Governor of the Newfoundland Methodist College, Hon. Treasurer of the Methodist Educational Campaign of 1919, and member of the East End Methodist School Board he rendered valuable assistance. In Masonic circles he held membership in both St. John's and Whiteway Lodges, whilst of the latter he was a charter member and a Past Master. He was also District Grand Steward.

The late Mr. Macpherson is survived by a widow, nee Margaret McNeilly, daughter of Mrs. and the late I. R. McNeilly, a son and three daughters, to whom the sympathy of the community will be extended in their sudden bereavement and great sorrow. Miss Margaret Campbell Macpherson the well known artist, long resident in Paris, is a sister. Dr. Cluny Macpherson



THE LATE ARCHIBALD R. H. MACPHERSON.

and Mr. H. Macpherson of the Royal Stores, are nephews, and the Rev. Dr. Bond, a brother-in-Law. These will share in the grief of the immediate family and in the sympathy of the public.

The body is expected to arrive by the *s.s. Digby*, and the funeral will probably take place the following day.



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NOTICE!

If the following members of the Royal Naval Reserve (Newfoundland) will communicate with the Paymaster, Department of Militia, St. John's, Nfld., they will learn something to their advantage.

In the case of men marked "(D)" the next of kin will kindly communicate with the Minister of Justice.

906X Abbott, James K.	Lavis, Peter
1483X Allen, Stanley	2424X Lamb, Anthony J. (D)
1516X Adams, John T. (D)	1254X Morgan, William J. (D)
1153X Boutcher, Josiah	1486X Martin, David
2198X Bennett, Patrick	2189X Moulard, William J.
1495X Blunden, Allen (D)	Morrell, William F.
1524X Bags, Joseph, H.	1920X Morgan, William A.
1638X Bugden, William, O.	2543X Morey, Walter W. (D)
1926X Belbin, Chesley J.	2004X McCormack, John W.
1962X Barry, William, C.	1271X McCrae, Alex.
2239X Baggs, Arthur W.	1006X Picco, Jacob
2793X Boarden, Harry (D)	2220X Parsons, Frederick A.
853X Churchill, Chesley	2209X Patey, Leonard
785X Cumby, Leonard	2319X Peach, Josiah W. (D)
1276X Collins, John T.	2413X Park, Augustus P. (D)
1286X Crane, Jas. H. W.	741X Newman, George
1463X Campbell, Hugh D.	1988X Osbourne, Edmund
Compton, Arthur	1462X Wilton, Daniel
2763X Chaulk, Ronald	833X Wells, Daniel
2557X Chaisson, Julian	982X Young, John
1151X Dyke, Hezekiah	235X Rowbottom, Frank
849X Delaney, Philip	1935X Roberts, Esau
506X Evans, Charles	1966X Royal, Charles
724X Etchegary, Michael	2746X Rose, Alex.
Fry, Thomas	2538X Roberts, Ray (D)
2249X Fogarty, Maurice	651X Sheppard, John
1185X Gudgey, Robert	671X Sooley, Allison
2025X Green, Stephen F.	1185X Serrick, Daniel W.
465X Hollett, Henry F.	1065X Steed, Thomas
1064X Hemmell, Samuel (D)	2185X Slack, Alex
1352X Harris, Herbert	1326X Swindell, Maynard
1361X Hefford, William H.	1440X Skehan, Henry
1605X Harvey, Hedley	1781X Stockely, Jabez
1802X Hogan, Henry L.	2158X Saunders, Charles (D)
1948X Hunt, Hatley	2787X Sowers, David
1968X Harris, Robert	2789X Skinner, Weston
2045X Hodder, Lionel G.	2241X Slaney, James
2112X Hughes, Layard	1742X Bussey, Jacob
1296X Jones, Joseph	1185X Emberley, Walter S.
1769X Jennings, Paul J.	942X Tobin, Rodger
	1940X Taylor, George S.

If any of the above have died since discharge from the Royal Naval Reserve, the next of kin will please communicate the fact.

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.... TO

Masters of Foreign-Going and Coastwise Vessels.

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Carriage & Sleigh Builder
Undertaker, etc.

Agent for

Carriage Stock, Rubber Tyres, etc.

Wheels Re-Rubbed

at shortest notice and reasonable prices.
We always have on hand a large stock
of Polished and Cloth-Covered

Caskets and Coffins.

Personal attention given to all Undertaking
Orders—Night or Day. Phone 737.

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Veal, Pork and
Poultry.

All Orders Called For and Delivered Free.

Puddings and Sausages,
Corned Beef, Vegetables
and Fish a specialty.

CLOTHES With Style and Individuality.

There is something to our custom garments which makes them look as if they belonged to the wearer. Not only the well selected materials, but also the Artistic Cut and the Thorough Construction, make our suits stand out above all others for fit, finish and quality.

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Fire Insurance. Effect it with old, reliable and prompt-paying company.

The Yorkshire Insurance Company, Ltd.

Losses by Gas, Lightning and Forest Fires not excepted. Ask for rate before insuring elsewhere. All information gladly given.

JAMES J. McGRATH, Barrister, Solicitor & Notary Public, Agent.
Office: 263 Duckworth Street. Phone 61.

NOTICE TO Drivers of Carriages, Carts, Motor Cars, Etc.

ORDER No. 3.

Under "Street Traffic Regulation Act, 1918."

1. Vehicles must travel on the left hand side of the street or road. Vehicles moving slowly must be kept as close as possible to the curb or side drain on the left, allowing more swiftly moving vehicles passage on the right.
2. A vehicle turning into another street to the left, shall turn the corner at the left hand curb or side drain of said street.
3. A vehicle turning into another street to the right, shall turn around the centre of the intersection of the two streets, and keep to the left of the street into which it turns.
4. Police, Fire and Mail vehicles and Ambulances shall have the right of way over all other vehicles.
5. The driver of a vehicle on the approach of any apparatus of the Fire Department shall bring his vehicle to a stand still as near the left hand curb or side drain as possible.
6. Vehicles going in a westerly or easterly direction shall have the right of way over vehicles going in a northerly or southerly direction.
7. Drivers of vehicles shall stop whenever required to do so by any member of the Police Force, either verbally, or by a signal with the hand, and they shall obey his order and comply with any direction which he may give them in the interest of good order, of traffic or public security.
8. The driver of a vehicle meeting or overtaking a street car which is stationary, for the purpose of taking on or discharging passengers, shall stop his vehicle at a distance of at least ten feet from the said car, and shall keep such vehicle at a stand still until such car is set in motion, and any passenger who may have alighted shall have reached a place of safety.

CHAS. H. HUTCHINGS, Inspector General
of Constabulary.



Phone 479 A

P. O. Box 872

Our Auction will Serve You Anytime Anywhere.

While we hold an Auction every week in Our Auction Rooms, if you have anything to turn into Cash you need not wait for this Auction, and while we have roomy Auction Space where your goods can be shown to advantage, every day we are holding sales in Private Homes and Elsewhere. If you want to Dispose of anything, Furniture, House or Land, Etc., our complete Auction Service is at Your Service wherever and whenever you want it.

Personal attention and prompt returns guaranteed.

WALTER A. O'D. KELLY
AUCTIONEER,
Cor. of Adelaide and George Streets.

KEARNEYGRAMS.

He who said that "Clothes Make the Man" was just as wrong as he who said in opposition "Clothes Don't Make the Man."

Success by the Clothing Way depends on the man himself.

Depends on where he buys his clothing; what he buys; whose advice he gets on what will suit, and whether he takes it or not.

It demands men of experience in Clothing matters to select Clothing that shapes Success. Not a grocer, or a hardware dealer, or any dabbler in the Men's Wear business.

We don't claim to have outfitted Rockefeller or Rotschild, but we are responsible for that unique smartness that goes with the outfits of our young city chaps who are forging ahead—and most of the older ones too who have already got there.

Which leads some people to imagine that the proverb "Clothes Make the Man" was coined after its rival "Clothes Don't Make the Man"—or sometime around 1912.

Kearney's

Specialist in Men's Wear
since 1912—and not
out-rivalled yet!

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Receive Our Prompt Attention.

DON'T HESITATE TO SEND ONE ON TRIAL.
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ST. JOHN'S, NFLD.

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Subscribed Capital	\$10,000,000.00
Paid-up Capital	5,000,000.00
Invested Funds exceed	25,000,000.00

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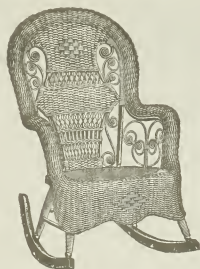
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Calls at the following places:—Cape Broyle, Ferryland, Fermeuse, Renewes, Trepassy, St. Mary's, Salmonier, Placentia, Marystown, Burin, St. Lawrence, Lamaline, Fortune, Grand Bank, Belleoram, St. Jacques, Harbor Breton, Pass Island, Hermitage, Gaultois, Pushthrough, Francois, Cape LaHune, Ramea, Burgeo, Rose Blanche, Channel, Bay of Islands, Codroy, Aquathuna, Bonne Bay.

S.S. "PROSPERO," NORTHERN ROUTE,

Call at the following places:—Bay-de-Verde, Old Perlican, Trinity, Catalina, Bonavista, Salvage, King's Cove, Greenspond, Pool's Island, Wesleyville, Seldom-Come-By, Fogo, Change Islands, Herring Neck, Twillingate, Moreton's Harbor, Exploits, Fortune Harbor, Leading Tickles, Pilley's Island, Little Bay Island, Little Bay, Nipper's Harbor, Tilt Cove, LaScie, Pacquet, Baie Verte, Coachman's Cove, Seal Cove, Bear Cove, West Port, Jackson's Arm, Englee Conche, St. Julien, St. Anthony, Griguet, Quirpon.

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HIGH GRADE FURNITURE!

Carefully selected stock, wide assortments and prices that are beyond the lowest offered in this vicinity, have made our Furniture Store the ONLY Store for hundreds of shrewd buyers. We claim to save you money on Furniture, and a rapid and steady increase of trade proves beyond a doubt that the public recognises and appreciates good values.

One of the strong features of our stock is that it is broad enough to suit everybody—Furniture to suit every kind of home:

CHAIRS—Dining, Rockers, Morris, Rattan; **TABLES** for Dining Rooms, Parlors, Halls, etc.; Sideboards and Buffets, Over-Mantles, Bed Room Suites, Bedsteads, Parlor Suites, Couches, Book Cases, Secretaries, Hall Stands, Wardrobes, Office Furniture, Spring Mattresses, etc.

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The Employers' Liability Assurance Corporation, Ltd., of London, Eng.

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—Importers and Dealers in—

Hardware of all descriptions,
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A large supply of above goods always in stock.

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Codfish, Oil, and all other Newfoundland Products of the Sea.

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Importer and Distributor of

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Perfection,
Cornucopia, Sailor's Hope,
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PUBLIC NOTICE. GENERAL HOSPITAL.

The following scale of fees payable by outside patients at the X-Ray and Electrical Department of the General Hospital has been approved by the Governor in Council under the General Hospital Act, 1915, and will be effective on and after September 16th, 1918.

SCALE:

Screen Examinations.

Hands and Arms	\$1.00
Chest and Stomach	2.00
Bismuth Meal examination	5.00

Radiographs.

Any size plate up to 10 x 12	2.00
All larger sizes	5.00

Those prices include one print.

Treatments.

High Frequency treatments (half an hour)	1.00
Sinusoidal and Galvanic treatments	1.00
X-Ray treatments	1.00
Dialthermy treatments	2.00

By order,

JAMES HARRIS, Deputy Minister.

Dept. Public Works, St. John's, Nfld., May, 1921.

A Dainty and Delicious

SODA BISCUIT

TIP TOP

For your Biscuit Requirements ask
for those manufactured by

A. Harvey & Co.

Best Ingredients,

Finest Grades.

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The North American
Accident Insurance Co'y.

Complete Protection Against Disability
Arising from any Accident or Sickness,
including Spanish Influenza.

DALE & CO., Ltd., Agents.

Customs Circular No. 15



WHEN TOURISTS, ANGLERS and SPORTSMEN
arriving in this Colony bring with them Cameras,
Bicycles, Angler's Outfits, Trouting Gear, Fire-arms, and Am-
munition, Tents, Canoes and Implements, they shall be admitted
under the following conditions:—

A deposit equal to the duty shall be taken on such articles as
Cameras, Bicycles, Trouting poles, Fire-arms, Tents, Canoes,
and tent equipage. A receipt (No. 1) according to the form
attached shall be given for the deposit and the particulars of
the articles shall be noted in the receipt as well as in the
marginal cheques. Receipt No. 2 if taken at an outport office
shall be mailed at once directed to the Assistant Collector,
St. John's, if taken in St. John's the Receipt No. 2 shall be sent
to the Landing Surveyor.

Upon the departure from the Colony of the Tourist, Angler
or Sportsman, he may obtain a refund of the deposit by pre-
senting the articles at the Port of Exit and having them com-
pared with the receipt. The Examining Officer shall initial on
the receipt the result of his examination and upon its correctness
being ascertained the refund may be made.

No groceries, canned goods, wines, spirits or provisions of
any kind will be admitted free and no deposit for a refund may
be taken upon such articles.

H. W. LeMESSURIER,

Deputy Minister of Customs.

CUSTOM HOUSE,

St. John's, Newfoundland, May, 1921.



Notice to Owners and Masters of British Ships!

The attention of Owners and Masters of British
Ships is called to the 74th Section of the "Mer-
chant Shipping Act, 1894."

74.—(1) A Ship belonging to a British subject
shall hoist the proper national colours—

- (a) on a signal being made to her by one of His
Majesty's ships (including any vessel under the
command of an officer of His Majesty's navy
on full pay), and
- (b) on entering or leaving any foreign port, and
- (c) if of fifty tons gross tonnage or upwards, on
entering or leaving any British Port.

(2) If default is made on board any such ship in
complying with this section, the master of the ship
shall for each offence be liable to a fine not exceed-
ing one hundred pounds.

At time of war it is necessary for every Brit-
ish Ship to hoist the colours and heave to if signal-
led by a British Warship; if a vessel hoists no
colours and runs away, it is liable to be fired upon.

H. W. LeMESSURIER,

Registrar of Shipping.

St. John's, Newfoundland,
May, 1921.

THE RED CROSS LINE

Offers a Regular Service of Twelve-day Trips
to Halifax, Nova Scotia, and St. John's, Newfoundland.

This service will be maintained by their steamers, especially built for this service. Steamers remain long enough at each port to enable passengers to visit these interesting cities.

People who spend the summer at Chester, Digby, Hubbards or any of the other charming seaside resorts in Nova Scotia will find that the Red Cross Line provides the best, easiest and most direct method of getting there.

There is splendid trout fishing in the vicinity of St. John's. Loch Leven and Rainbow trout have been imported assuring the angler of the very best fishing. The finest salmon fishing on this side of the Atlantic can be reached in one day from St. John's at very small expense.

Parmigan or grouse shooting is from October 1st to January 12th. Caribou shooting commences August 1st, and in no other part of the world can big game shooting be enjoyed for so little expense.

The rate for the round trip, including berth and meals while at sea and in port is \$110.00 and up according to accommodations desired. Illustrated folder, with complete rates, plans, sailings and other information will be sent upon application to

BOWRING & COMPANY, General Agents Red Cross Line,
17 Battery Place, New York City.

Parker & Monroe, Ltd.

Wear Our Makes of Footwear.



"Rambler,"
for Men.

"Victoria" and
"Duchess,"
for Women.

"Cinderella" and
"Princess,"
for Children.

"Rover," for Boys.

Geo. Neal, Ltd.,

St. John's, Newfoundland,

WHOLESALE DEALERS IN

Provisions, Groceries,
and Fruit.

Consignments of Live
Stock Solicited.

Our Clothes and Furnishings For Boys and Men

are receiving very special compliments from the
many Pleased Customers who have been here.

The Good Quality, Neat Styles

and exceptional values are what pleased them.

They will please you, too.

T. J. BARRON,

358 Water Street.

Boys' and Men's Outfitter.

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HIGGINS, HUNT & EMERSON,

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OFFICES:

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ORDER YOUR
Paint, Soap and Oiled Clothing

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Quality and Satisfaction Guaranteed.

INSURE WITH THE
QUEEN,

the Company having the largest
number of Policy Holders in
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Every satisfaction given in
settling losses.

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We Shall Make That.

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Boys' and Men's Readymade Suits and Overcoats.

GIVE US A CALL.

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Total Funds exceed \$80,000,000.00
Claims Paid exceed \$470,000,000.00

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Lowest Current Rates of Premiums.

W. & G. RENDELL, St. John's,
Agents for Newfoundland.

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Assurance Company, Edinburgh.

INVESTED FUNDS: - - £6,500,000 STERLING.

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CAPITAL £2,500,000. Risks taken at Lowest Rates.

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Agents for Newfoundland.

Cable Address: "JOB," St. John's; "JOBAD," New Ycrk; "JOB," Liverpool;
"JOBLON, LED," London.

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Water Street, St. John's, Nfld.

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Codfish, Pickled Fish and Lobsters, Cod Oil, Seal Oil and Whale Oil,

Medicinal Cod Liver Oil

(Norwegian Process, Non-Freezing),
and other produce.

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The Royal Insurance Co., Ltd., Liverpool Fire and Life.

The Union Marine Insurance Co., Ltd., Liverpool.

The National Fire Insurance Co'y, Hartford, Conn.

The National Benefit Assurance Co., Ltd., London (Marine).

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WHOLESALE AND RETAIL.

MANAGERS OF

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JOB BROS.,

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London, E. C.

W. & S. JOB & CO., INC.,

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Department of Agriculture.

DOMINION OF NEWFOUNDLAND.



This Department keeps in stock tested seeds and grains of varieties known to give good results throughout the Dominion.

These seeds and grains are selected from the most reliable Seedsmen and growers in Great Britain, Dominion of Canada and in the United States of America, and are sold at cost.

The Department also stocks the following insecticides :—Paris Green, Arsenate of Lead, Lime Sulphur, Insecto, Fish Oil Soap, Nikoteen, Sheep Dip and McCrimmon's Disinfectants.



ALBERT J. BAYLY,

Secretary of Agriculture.

St. John's, Newfoundland,
May, 1921.

Reid Newfoundland Company, Ltd.

Proprietors of the Dry Dock, St. John's, Newfoundland

One of the best equipped Dry Docks in America. Steamships docked and repaired at the lowest rates. Well equipped and thoroughly fitted with all modern appliances for temporary or permanent repairs. Length of Dock, 610 feet. Depth of Water, 25 feet.

Proprietors and Operators of the St. John's Electric Street Railway.

All the Electric power supplied in St. John's is generated on this system. City Lighting and Power for Factories, etc., supplied at moderate rates. Those requiring Electric Power for any purpose should consult the undersigned.

Owners of Ten Clyde-Built Steamships

Royal Mail Steamers operating on Bays and Coasts of Newfoundland and Labrador.

Lessees and Operators of the Newfoundland Railway, 903 miles. Owners of 2,500,000 acres of Mineral and Timber Lands.

The Newfoundland Express Company, carrying on Express Business with all Express Companies of the world, and Money Orders issued to all parts.

The Railway and Steamship Systems give the best

connection between Newfoundland and Canada and the United States, and the best freight line between Canada and Newfoundland. S.S. "KYLE" and "SAGONA" connect at North Sydney with the Intercolonial Railway.

Newfoundland offers to the Tourists, Sportsmen and Health-Seeker the grandest scenery in the Western Hemisphere. A most beautiful climate in the summer months; cool, even and invigorating. No hay fever.

Finest Caribou Hunting Grounds in the World.

Best Salmon and Trout Streams that have yet been discovered. The Railway is equipped with Dining and Sleeping Cars, and everything to please the taste and add to the comfort of the Tourist is provided.

All information in regard to Newfoundland and Labrador will be given on application to the

REID NEWFOUNDLAND CO., LTD.,
ST. JOHN'S, NEWFOUNDLAND.

Furness, Withy & Company, Ltd.,

Steamship Owners and Brokers; Commission, Insurance and Forwarding Agents.

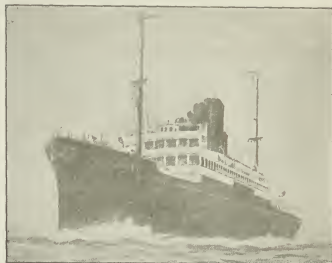
The well known steamer "**Digby**," in conjunction with the steamer "**Sachem**," maintain a passenger service between Liverpool, St. John's, Halifax and Boston and vice versa. These steamers are excellently fitted up for the carrying of First Class Passengers. Passengers to Liverpool must be in possession of passports.

First Class Fare.

St. John's to Halifax..... \$35.00
St. John's to Boston..... 65.00
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For information apply to

Furness, Withy & Co., Ltd., Liverpool, Halifax, Sydney;
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MADAM :—Have you a package of **OLD DUTCH CLEANSER** in your home? It makes everything clean and pure. Cleans Bath Tubs, Sinks, Porcelain, Marble, Painted Walls, Woodwork, Floors, Cutlery, China, Enamelware, Silver, Glassware, Windows, Furniture, Linoleum, Oil Cloth. Brass and Copper.

Don't take substitutes; they are not as good as **Old Dutch Cleanser**. For sale at all First-Class Grocers.

Get a Package with Your Next Order.

For Present Enjoyment

USE
ARMADA
TEA

Packed in 1-lb. Tins

At all Leading Grocers.

OFFICE AND STORE—Adelaide Street. STONEYARD—Just East Custom House, Water Street. Telephone, 364. P. O. Box 143.

W. J. ELLIS

Contractor, Builder,
and Appraiser. ✿

Dealer in Cement Selenite, Plaster, Sand, Mortar, Brick, Drain Pipes, Bends, Junctions and Traps, Chimney Tops, all sizes, Plate Glass and

Crushed Stone for Concrete.

Estimates Given for all kinds
of Work at Shortest Notice.

Manufacturers and Real Estate Owners contemplating any addition to their present holdings, or the erection of new structures, will find it advantageous to get our estimates and terms.

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BROOM DEPARTMENT.

Brooms, ✿ Hearth Brushes, ✿ Whisks.

A Large Stock of BROOMS, HEARTH BRUSHES and WHISKS always on hand; and having reliable Agents in Chicago and other principal centres for the purchase of Corn and other material, we are in a position to supply the Trade with exactly the article required, and we feel assured our Styles and Quality surpass any that can be imported. Give us a trial order, and if careful attention and right goods at right prices will suit, we are confident of being favoured with a share of your patronage.

All orders addressed to the undersigned will receive prompt attention.

ALEX. A. PARSONS, Superintendent.

Newfoundland Penitentiary, May, 1921.



Passport Regulations.

1. APPLICATIONS for Passports must be made in the authorized form and enclosed in a cover addressed to "THE DEPARTMENT OF THE COLONIAL SECRETARY, ST. JOHN'S."

2. The charge for a Passport is \$2.50. Passports are issued at the Office of the Colonial Secretary between the hours of 10 and 4 ON THE DAY FOLLOWING THAT ON WHICH THE APPLICATION FOR THE PASSPORT HAS BEEN RECEIVED, except on Sundays and Public Holidays, when the Office is closed. Applications should, if possible, reach the Office before 4 p.m. on the previous day. If the applicant does not reside in St. John's, the Passport may be sent by post, and a Postal Order for \$2.50 should in that case accompany the application. POSTAGE STAMPS WILL NOT BE RECEIVED IN PAYMENT.

3. Passports are granted—

- (1) To natural-born British subjects;
- (2) To the wives and widows of such persons; and
- (3) To persons naturalized in the United Kingdom, in the British Colonies, or in India.

A married woman is deemed to be a subject of the State of which her husband is for the time being a subject.

4. Passports are granted—

- (1) In the case of natural-born British subjects and persons naturalized in Newfoundland, upon the production of a Declaration by the applicant in the authorized form verified by a Declaration made by a member or official of any **Banking Firm** established in Newfoundland, or by any **Mayor, Magistrate, Justice of the Peace, Minister of Religion, Barrister-at-Law, Physician, Surgeon, Solicitor, or Notary Public**, resident in Newfoundland. The applicant's Certificate of Birth and other evidence may also be required.
- (2) In the case of children under the age of 19 years a separate Passport, upon production of a Declaration made by the child's parent or guardian, in a Form (B), to be obtained upon application to the Office of the Colonial Secretary.
- (3) In the case of persons naturalized in the United Kingdom or in any of the British Self-governing Colonies, upon production of a Recommendation from the Colonial Office, or the High Commissioner or Agent-General in London of the State concerned; and in the case of natives of British India, and persons naturalized therein, upon production of a Letter of Recommendation from the India Office. Persons naturalized in any of the Crown Colonies must obtain a Letter of Recommendation from the Colonial Office.

5. If the applicant for a Passport be a Naturalized British

subject, the Certificate of Naturalization must be forwarded to the Office of the Colonial Secretary, with the Declaration, for delivery to the applicant.

Naturalized British subjects will be described as such in their Passports which will be issued subject to the necessary qualifications.

6. Passports are not available beyond two years from the date of issue. They may be renewed for four further periods of two years each, after which fresh Passports must be obtained. The fee for each renewal is \$1.00.

7. A Passport cannot be issued on behalf of a person already abroad; such person should apply for one to the nearest British Mission or Consulate. Passports must not be sent out of Newfoundland by post.

R. A. SQUIRES,
Colonial Secretary.

Department of the Colonial Secretary,
St. John's, Newfoundland,
May, 1921.

FOREST FIRES

THE ATTENTION OF THE PUBLIC IS
CALLED TO THE FOLLOWING
PROVISIONS OF THE FOR-
EST FIRES ACT.

- 1.—Any person who sets out, makes or starts a **Fire** for any purpose whatever, between the **Fifteenth Day of April** and the **First Day of December**, in or near any woods, or without selecting a place free from dry trees, underbrush or other inflammable material in which to make or start such **Fire**, or fails to remove all such dry wood, brushwood or inflammable material within a distance of ten feet from such fire in every direction, or fails to completely extinguish the same before leaving.
- 2.—Throws or Drops any **Burning Match, Ashes of a Pipe, Lighted Cigar** or any other burning substance.
- 3.—Or fails to totally extinguish any **Camp Fire** before breaking camp, shall be liable to a **Penalty** of not less than **\$50.00** nor more than **\$400.00** or **Imprisonment** for a period of **Twelve Months**.

ALEXANDER CAMPBELL,

Minister of Agriculture and Mines.

Dept. Agriculture and Mines, May, 1921.



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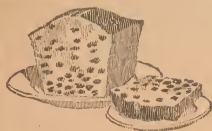
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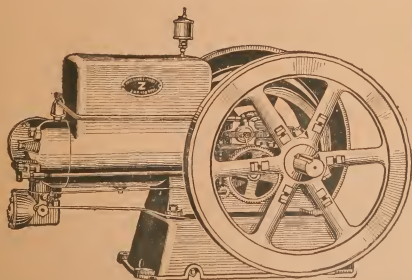
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The NEWFOUNDLAND QUARTERLY



Autumn Number, 1921

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Post Office Department

Parcels may be Forwarded by Post at Rates Given Below.

In the case of Parcels, for outside the Colony, the senders will ask for Declaration Form, upon which the Contents and Value must be Stated

	FOR NEWFOUNDLAND AND LABRADOR.	FOR UNITED KINGDOM.	FOR DOMINION OF CANADA AND UNITED STATES.
1 pound	8 cents	4s cents	12 cents.
2 pounds	11 "	24 "	24 "
3 "	14 "	24 "	36 "
4 "	17 "	48 "	48 "
5 "	20 "	48 "	60 "
6 "	23 "	48 "	72 "
7 "	26 "	72 "	84 "
8 "	29 "	72 "	96 "
9 "	32 "	72 "	\$1.08
10 "	35 "	72 "	1.20
11 "	35 "	72 "	1.32
	Under 1 lb. weight, 1 cent per 2 oz.	No parcel sent to U. K. for less than 24 cents.	No parcel sent to D. of C. or U. S. for less than 12 cents.

N.B.—Parcel Mails between Newfoundland and United States can only be exchanged by direct Steamers. Parcels of Furs must be accompanied by a Customs Export Entry.

Parcel Mails for Canada are closed at General Post Office every Monday and Thursday at 11 a.m., for despatch by train.

GENERAL POST OFFICE.

LETTER POST—INLAND.

A LETTER enclosed in an envelope, whether sealed or open, addressed to any place in Newfoundland and the Labrador Coast, which does not exceed an ounce in weight will be conveyed to its destination for three cents. This rate is applicable for letters posted in one settlement for delivery in another settlement a mile or more distant.

LETTER POST—FOREIGN.

Letters for Great Britain, the Dominion of Canada, and the United States of America are forwarded to destination for two cents per ounce or fraction thereof, plus one cent war tax. Valuable letters may be registered for delivery in Newfoundland for five cents.

Circulars, that is, printed communications, when posted in lots of not less than 10, wholly alike, and left open for inspection, are accepted for one cent for each two ounces or fraction thereof.

Newspapers, local and foreign, and Magazines, are forwarded to all places in Newfoundland, at a special rate of two cents per lb.; but papers under four ounces are accepted free of postage within the Colony, also, books at two cents per lb. rate. Newspapers to the Dominion of

Canada, the United States, France, Germany, etc., must be prepaid at the rate of one cent for each two ounces or fraction thereof.

PARCEL POST.

Parcels of Merchandise are delivered to destination in Newfoundland at the rate of one cent for the first two ounces, and so on up to 1 lb., which is forwarded for eight cents, the second lb. three cents additional, or 11 cents and three cents for each additional lb., or fraction thereof, up to 10 and 11 lbs., which is the limit, at 35 cents. Name and address of sender must appear on all parcels. Otherwise we will refuse to accept them.

Senders of Parcels for local destinations must write their names and addresses on the covers; if not Postmasters may refuse to accept them.

Parcels for other countries must be accompanied by a Customs Declaration Form describing nature and value of contents. These forms will be supplied by the Post Office and are essential to ensure prompt despatch of parcel.

Money may be transmitted by means of the Money Order System and by Telegraph to places in Newfoundland, which are Money Order and Telegraph Stations, at reasonable rates on application.

W. W. HALFYARD, Minister of Posts & Telegraphs.

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—Extract from Bank's Charter.

BRANCHES:—Harbor Grace, Heart's Content, Bay Roberts, and Placentia.

Interest on Deposits allowed at the current rate.

ROBERT WATSON, Cashier.

Public Notice.

Mr. Lewis J. Bartlett has been appointed by the Government in place of the late Mr. Eli Whiteway to attend to the movement of patients to and from the various public institutions with headquarters at the Public Health Office, St. John's.

Medical Practitioners, Relieving Officers, and others are hereby notified that patients shall on no account be sent to St. John's, without first receiving assurance from Mr. Bartlett that they can be admitted or, in the case of the General Hospital, that cots will be available upon their arrival. It has been brought to the notice of the Government that sick people sent on without authority have been caused much additional suffering and hardship in boarding houses in the city, in some cases with risk of permanent injury to their health, for which, of course, they themselves or their advisers have been responsible. Cases other than emergency cases coming to St. John's without the proper authority, will run the risk of being immediately sent back to their homes, so as to prevent undue suffering, as it is impossible to provide accommodation for all applicants under existing conditions. By order.

JAMES HARRIS, Deputy Minister.
Department Public Works, September, 1921.

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ST. JOHN'S NEWFOUNDLAND

The Newfoundland Quarterly

Vol. XXI.—No. 2.

OCTOBER, 1921.

80 cents per year.

Moore, the Irish Poet, on the United States of America.

By Rev. M. J. Ryan, D.D., Ph.D.

MORE visited the United States of America and Canada in the year 1857, and thus had an opportunity of observing the New World for himself and getting rid of the illusions about the United States which bear the product partly of youthful enthusiasm and the sense of the oppression of his religion, and partly of the misinterpretation of British Whigs, who having taken the part of the American Secession from the spirit of opposition, now were constrained by the interests of their party and cause to idealize the republic which they regarded as their own. Moore's impressions have enriched English literature with some noble lyrics and some keen satire, and some wise and just reflections.

While set upon Columbia's rising bow
The showy smile of young presumption plays,
Her bloom is poisoned and her heart decays;
Even now in dawn of life, her sickly breath
Burns with the taint of empires near their death,
And like the nymphs of her own withering clime
She's old in youth, she's blighted in her prime.
Already has the child of Galia's school,
The foul philosophy that sins by rule,
With all her train of reasoning, damning arts,
Begot by brilliant heads on worthless hearts
Like things that quicken after Nilus' flood
The venomous loath of sunshine and of mud!
Already has she poisoned her poison here,
O'er every charm that makes existence dear—
Already blighted with her blackening trace
The opening bloom of every social grace.
And all those courtesies that love to shed,
Round virtues stem, the flowers of her fruit.

Oh were these evils but the wanton idle
Of young luxuriance or unhastened pride,
The fervid follies and the fancies of youth,
As wrongly felt because they feel too much,
Then might experience make the fever less—
Nay, graft a virtue on such vain excess.
But no, the heartless, speculative din,
All youth's transgressions with all ages' sin,
The apathy of wrong, the bosom's lie,
A slow and cold stagnation into vice,
Long has the love of gold the measure of our
And latest folly of man's sinking age.

Which rarely venturing in the van of life
While nobler passions wage their brutal strife
Comes skulking last with selfishness and fear
And dies collecting lumber in the rear—
Long has it palmed every grasping hand
And greedy spirit through this hartering land,
Turned life to traffic, set the demon king—
So loose abroad the virtues' self is sold.
And conscience, truth, and honesty are made
To rise and fall like other wares of trade.

Already in this free, this virtuous state
Which Frenchmen tell us was ordained by fate
To show the world what high perfection spings
From noble senators and merchant kings—
Even here already patriots learn to steal
Their private perquisites from public weal
And, guardians of their country's sacred fire,
Like Afric's priest, they let the flame for hire.
Those vaunted denagogues who nobly rose
From Britain's debtors to be Britain's foes,

Who could their neighbor in their purse thieve
And break allegiance, how responsive slaves
Have proved at length the nation's tempting wiles
Which makes a patriot can mistake him too.
O Freedom, freedom! how I hate thy cant!
Not Eastern bombast, not the savage rant
Of puppled madmen, were they ordered all
From Roman Neo down to Russian Paul
Could gale upon my ear more men and more
Than the rank jargon of flat factions roar.
Woe, pest of heart and prouder of words,
Born to be slaves and struggling to be free,
But paid for license while thy spirit owned it
And shout for rights with tongue in their side.

Thus in flowerless song
I freely paint what yet I feel so strong—
The disc the vice of that land where first
Those rebel treads that rack the world, were sown.
While a reason's arm by French royalty was moved,
And Frenchmen learned to crush the throne they served.

These sentiments of Moore, founded upon experience and observation, are the more remarkable because he had been in his youth an enthusiastic revolutionist and republican.

He travelled through the United States to Buffalo and Niagara and came—

Where the life falls of old Toronto shed
Their evening shadows over Ontario's bed.

And when he set foot upon British soil again, he recognized that he saw true freedom. That, I believe, has been the real sentiment of every intelligent and honest Irishman who has known the United States by experience. Certainly, Michael Davitt, after having experience of the United States of America, said in print that he never saw freedom anywhere till he came to Canada. The French in the Province of Ontario have not been treated as well in the past as I should wish. But they have been treated a hundred times better than the French in Louisiana or the Spanish in New Mexico and Texas, not to speak of the French settlers in the New England States.

The following letter, published by Dr. Thomas is Addis Emmet in the "Magazine of History," and which was written by Washington in August 1775 from the camp at Cambridge, Mass., shows what the Southerners thought of the Northerners:

"The people of this Government have obtained a character which they by no means deserve. Their officers generally speaking are the most indolent kind of people I ever saw. I have already broke one Colonel and five Captains for cowardice and for drawing more pay and provisions than they had men to their Companies.—There are two more Colonels now under arrest and to be tried for the same offences. In short they are by no means such troops as you have been led to believe from the accounts which are published. . . . They are an exceedingly dirty and nasty people. . . . If they had been properly conducted by their officers, at Bunker's Hill, the Regulars would have suffered a much more considerable loss. . . . It was for their cowardice on that occasion that the above officers were broke."

Dr. Emmet reminds us that the reference to their dirtiness means the difficulty of getting them to keep their quarters clean.

The publication of this letter (which was not included in Sparke's edition of Washington's correspondence) by an Irishman shows how much love there is between the Irish in America and the Americans.

In truth, now that the Irish at home have Home Rule, our next movement should be for the emancipation of the Irish in the United States of America. For everyone who has observed the state of things there by personal experience knows that the Northerners regard the Irish with the same scorn and hate as the Southerners feel for the Negro; and the Irish in turn regard the Americans with the bitterest resentment and hate. Anyone who has lived in the United States of America knows how the Irish there publicly bluff that they govern the United States of America, and privately complain that there is no fair play for an Irishman in the United States of America.

the poorer classes. The fault, real or imaginary which they discover in them they charge to Catholicity and hold the Church responsible for. Now this difficulty is not met—this prejudice is not removed but confirmed rather by proving to us that a large number of those whom the country delights to honor were Irishmen but of another order. To show that Protestant Irish played a distinguished part in the early history of our country or in the struggle for independence is to say nothing for the Catholic Irish but in the American mind much against them. Protestant Ireland sympathized with us in our struggle and many of our distinguished men in the civil and military service were Irish Protestants or Presbyterians. But this lays no foundation for gratitude to Catholic Ireland. As a friend of the Catholic Irish we do not set any value on McGee's very instructive and interesting work. The Irish settlers in America,

"Never did an Irish patriot make a greater mistake than did



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The Irish who have gone to the United States of America, are, as every one knows, of a much inferior character to those who have come to Newfoundland and Canada, and many of them, when taken out of the Irish Catholic environment and thrown into different circumstances, have done little credit either to the Irish name or to the Catholic religion.

Brownson, a convert to the Catholic religion belonging to the old American stock, gave this advice to his Irish co-religionists: "For large masses of the American people Catholicity is simply the Irish religion, and to become a Catholic is regarded as the same thing as to become an Irishman, and this fact operates unfavorably against the reception of our holy religion, because it adds to their prejudice against the Church the no less strong prejudice against a foreign nationality. The Irish Catholics have rendered great services to our country; but the facts which they usually allege to prove their claim to American gratitude are not quite to the purpose. By 'the Irish,' the American people understand the Catholic Irish of

Thomas Mooney when he recommended his countrymen to make presents of the History of Ireland to their American friends. . . .

"The first newspaper founded as the special organ of the Native American Party was conducted by Catholics descended, on one side at least, from an old American Catholic family."

So much is this so, that American Priests of Irish descent are now saying publicly what they have long been saying privately, that the Catholic religion is detested in the United States of America because it is supposed to be an Irish religion, and that they must explain to the American people that it is not an Irish religion. They add also that the Irish in America by their attempt to dominate by keeping aloof, and trying to form a third party to turn the scale between the other two, have made themselves hated and the Catholic religion along with themselves. While the Irish in the States assert that they are hated because they are Catholics, the American Catholics say that the Catholic religion is hated because the

Irish are hated.

I have been asked on many occasions how the Irish in the United States voted at the last Presidential election. The great majority of the Irish Americans, i.e. Americans of Irish descent, voted for Harding partly from patriotic motives and partly from the influence of the Catholic Episcopate, who were alarmed by a Democratic proposal for centralizing in Washington the control of education. The Irish-born on the other hand, with the Clanna Gael and Tammany voted for Cox, and what could they do for him? He sealed his own fate when to secure their vote, he promised to bring the case of Ireland before the League of Nations. Not only did the British vote, a silent vote which was well organized, at once march over to Harding, but the "Loyal League" of Democrats drove their knives into Cox's back to punish him for pandering to the Irish. Simple people talk of the Irish vote in the United States of America as if there was no anti-Irish vote, whereas even the Negro vote in the State of New York is as numerous

for foreign affairs, and McAdoo, Secretary of the Treasury, the American Irish cried out that the United States was governed by the Irish. It was soon seen in practice what kind of Irish those men were. They were so prejudiced against us by Redmond's Home Rule Act applying to Ulster and by the Asquith Government's threats of coercing Ulster into submission to the Irish, that when the war came the Wilson Administration took the side of Germany as far as they could without an open breach of neutrality, and even when they had to change around against Germany, Wilson would not come into the war until the British Prime Minister publicly declared that he would not coerce Ulster to submit to the Irish. And how much friendship did Asquith's Home Rule Act win for us among the real Irish in America?

Then "the American sharks," as Laurier called them, set themselves to make money out of our necessities; and American patriots plotted that all sides in the conflict should exhaust themselves in order that the United States of America might



CARIBOU CROSSING LAKE HOWLEY, NEWFOUNDLAND.

as the Irish, and the Negroes have just as good a memory for their old grudge against the Irish as any Fenian can have for his grudge.

In fact the Irish have so much influence over the American government that (for the twenty or twenty-five years in which I have known the United States) the American government has always gone in opposition to them and takes a lively pleasure in doing so. It was an American politician who said: "I would kiss an Irishman's pin's the day before the election, and kick it the day after the election."

The best hope for Ireland now lies in the breach between Mr. DeValera and the Clanna Gael. One of those men before Easter 1916 spoke of their intended revolution and Secession to an Irish-American friend of mine who remonstrated on the madness of the thing. "We don't care about that," was the answer; we must have some blood shed to revive the old hatred." Their agent in doing this was Pearce, the son of an Englishman; and Sir John Maxwell did just what they wanted done.

When Wilson became President, and Bryan (Brien) Secretary

remain the first great power in the world, and if possible dominate all others.

The French revolutionary wars of aggression and plunder were suggested by Gouverneur Morris, the American Minister to France, who immediately on his appointment in 1790 wrote thus to his friends in Paris: "I see no means of extricating you from your troubles but that which most men would consider as the means of plunging you into greater.—I mean a war. And you should make it to yourselves a war of men; to your neighbors a war of money. . . . I hear you cry out that your finances are in a deplorable situation. This should be no obstacle; I think that they may be restored during war better than in peace. You want also something to turn men's attention from their present discontents."

Some day we shall find out who instigated or encouraged the German Government to plunge Europe into a similar war.

The Americans are now distrusted and hated all over Europe as much as in Central and South America and in Japan. Canadians travelling for business or pleasure find it necessary to explain that they are not Americans.



Governors I Have Known, And Some of Their Outstanding Characteristics.

By Alex. A. Parsons, J.P.

ARTICLE VI.

SIR WILLIAM MACGREGOR, M.D., B.Sc., K.C.M.G., C.B.

His body, though not very large or tall,
Was spirited, active, free and strong-willed;
His complexion was, it might I've guessed,
Mixed roses with coffee, said to be the best;
His parents' looks, such as wise men still admire,
Emotional and agitated—What that I could say
"I think," he even crossed the middle way,
"Twice (and thrice) extremes—Almost in every thing
He said the like, to which our nothing
Spelling yet ran a singular—liberal,
And yet not least, one—pragmatic.
As knowing when to speak and when to spare,
And make a lesson, whether many are,
Appointed when—He had felt was—et d'ant
Whether to save time, and so often but spare,
Familiar, yet not common, for such new
For consideration, keep his language true.



he various incidents that go to make up my present article on "Governors I Have Known" are gathered around His Excellency Sir William MacGregor, who succeeded Sir Cavenish Boyle as the Kuf's representative in this Dominion. Sir William was born in Scotland in 1817, being the eldest son of John MacGregor of that ilk. Early in his student days, I am told, he manifested much of the application and industry which so largely contributed to his success in after life. He knew that there was "no royal road to learning," that

"The heights by great men reached and kept
Were not attained by sudden flight,
But they, while their companions slept,
Were toiling upward in the night."

And so he worked hard and, as a result, in a comparatively few years, became an M.D. of Aberdeen, a B.Sc. of Cambridge, and an Honorary D.Sc. of the latter University. There he received in rapid succession the appointments of Resident Surgeon and Resident Physician of the Royal Infirmary at Glasgow and Royal Lunatic Asylum, Aberdeen; Assistant Government Medical Officer at the Seychelle Islands in 1873; Chief Medical Officer in Fiji, in 1875; and Receiver General and Administrator of the Government; then Acting High Commissioner and Consul General for the Western Pacific. In 1883 he married Mary Cocks; one son and three daughters were the issue of this Union.

In 1888 Sir William was appointed Administrator of British New Guinea, and Lieutenant Governor in 1895; Governor of Lagos from 1899 to 1904, when he came to Newfoundland, where he remained till 1909. From here he went to Queensland, Australia, continuing to administer the affairs of that satrapy till 1914. Meanwhile honors continued to flow in upon him. He was made a Fellow of the Royal Geographical Society of England, Scotland and Berlin, and of the Royal Anthropological Society of Italy. In addition to these honors, he was also the recipient of the Albert Medal, second class, and the Clarke Gold Medal for saving life at sea. As far back as 1872 he got the Wilson Gold Medal and subsequently the Founder's Medal of the Royal Geographical Society of England; also the Mary Kingsley Medal. This he received in 1910. He declared Queen Victoria's Sovereignty over New Guinea on the 4th of September 1889, and represented the West African Colonies and Protectorates at the coronation of King Edward in 1902, when he became a Knight of Grace of St. John of Jerusalem.

When Proconsul MacGregor came to us he did so with an excellent record and, consequently, we expected much of and from him. How far our expectations were realized I shall leave my readers to say after my story of his life work has been told. A self-made man before we knew him at all, he had forged to the

front and worked his way up from the lowest rung of the social and official ladder. Although born in obscurity and without a single wealthy or influential friend to help him at the start, yet when but a mere boy at school, he developed qualities of self-reliance and independence that won the respect and admiration of his teachers and classmates. Even then he was noted for his tenacity and thoroughness—two of the great essentials to success in the fight for place and power.

It is unnecessary for the present purpose to follow the interesting and eventful career of Sir William in detail, or to trace step by step the process by which he ascended from the lowly position of a young Highland peasant to that of Governor of an important Dominion in the greatest Empire the world has ever known. The most striking fact concerning him is that he was



LADY MACGREGOR.

a MacGregor. Next in importance is the circumstance that he happened to be a disciple of Jeremy Bentham as well as of Æsculapius. He was, for better or worse, the thrall of the family temperament. But, as I have said, he was also a MacGregor trained to an exacting and, in some senses, liberalising craft.

Every MacGregor of "the great clan" is a MacGregor before everything. In no Scottish family does the type remain more constant. There have been MacGregors good and bad, brilliant and stupid, fools and men of great qualities, if never quite of the greatest. But running through a score or more generations are discernible certain mental traits a good deal more enduring than any physical feature.

Somewhere I have read that the founder of this interesting house of MacGregor was a daring border chieftain who cut his lawlessness and turned politician. If so, we may be pretty sure



SIR WILLIAM MACGREGOR,
G.C.M.G., C.B., M.D., LL.D., D.S.C., &c.

FLEET PAYMASTER W. H. CAMPION, R.N.,
ACTING PRIVATE SECRETARY.

that he was an industrious student of the Machiavelian type; in certain respects not much different from some of our politicians of to-day. His eyes might have been fixed firmly on "the main chance and the Judge's daughter;" he might have gone to Church with exemplary regularity; but that would not prevent his playing tricks incompatible with copybook perfection.

Several qualities are hereditary in the MacGregors: a certain undisguised care for the interest of the MacGregors themselves which would be indelicate in men of lesser breed; a passionate attachment to the Church; an instinct of compromise which enables them, while maintaining the extreme Tory position, to avoid the reproach of mere bigotry; a detachment which would savor of pure arrogance were it not allied with considerable simplicity of manners, and a singular vein of grave roughness which breaks out in every generation.

And here I am reminded of an incident in keeping with these comments: One day, while talking long with Sir William, our conversation drifted on to the then political situation and referring to the sentiments of a certain prominent politician compared him to Rob Roy MacGregor of the great Highland outlaw, and quoted the following verses:—

present time are fairly good citizens, while, alas! too many of us, I fear, are still bad enough, in all conscience. This latter reference particularly applies to contemporary politicians and their pledges and promises. What the poet said about the average politician of one hundred years ago is equally true in its application to the disciples of Machiavelli in our own day:—

"I pledge myself, though I lack and thin, to labor still with zeal devout
To get the *out*, poor fellows *in*, and turn the *in* the wretches! *out*.
I pledge myself, though much benefit of ways and means of ruling ill,
To make the most of what is left, and stick to all that's rotten still!"

"Though gone the days of place and pelf, and I strive no more take all the honours."

I pledge myself to cram myself with all I learn of public money,
To quarter on the public purse my nephews, nieces, sisters, brothers;
Not, so we prosper, care a curse—because I treat the expense of others."

"I pledge myself, whenever East and West in any point divide,
Not to ask which is black or white, but take at once the strongest side;
Between the landlords and the poor, I for no slightest hesitation;
The people must be starved to death, till I find my due remuneration."

"Such are the pledges I propose, and though I can't now offer gold,
There's nought a way of buying those I value, but the taste for being sold
So herds with time times twice—buried as they are, but M.P.'s ne'er disdain
Long life to prolonging my fine class of speculation shine again!"



SIR WM. MACGREGOR INTERVIEWING THE M.C.'S, MAY, 1908, WITH CAPT. ELI DAWE ON THE RIGHT.

"Send generous Rob! What need of books?"

Outman the Slanders and their allies
Thou'rt stronger against our kind
And worse—against ourselves.

"And builded builded thus we live
Discontented, at our plan and few,
These, and I question my heart—
How shall we live?"

"The chapel is a goodly build and well
And these men stand on the wall
With their noses to the sun, face to the love,
In peace, and quiet and good."

"For you, ye men, the world is not
So much the better, for the poor—
For they are not, for they are not, for they are not,
And they are not, for they are not."

"For you, ye men," replied Sir William, "that Rob Roy MacGregor was an ancestor of mine? Any way, it is true! I am a blood descendant of his, but I don't know that I ought to boast of it." Thus it happens that even the best of us sometimes find it awkward to refer to our great "progenitors;" and the farther back we go, the more often the more awkward it becomes. For instance, our first parents were the first transgressors of the civil law, and their first-born son, the first homicide on record. Nevertheless, a large percentage of their descendants at the

But to return to Sir William. He was sagacious and tactful as an A. minor, so—far more so than most of his predecessors. In the Executive Council he exercised a powerful influence. The only opponents to whom he seemed to defer were those of Sir Robert Bond, whose honest and independent attitude there, as well as elsewhere, had a wholesome effect in public life generally, and compelled even the Proconsul himself to act with extreme caution. He (Sir William) could see well over the heads of all his other advisers, and governed himself accordingly. With Sir Edward Morris he was always on friendly terms, and never too busy or pre-occupied to listen to, and smile at his ample supply of well-worn jokes and witticisms. It was plain to be seen, at that time, that Sir Edward was jealous of Sir Robert's influence and eagerly anxious to reduce it to a minimum. Whether the latter knew it or not, it is difficult to say; but up to then I have reason to believe he trusted him implicitly.

It was not till 1908 that the cleavage came, when Sir Edward resigned his seat in the Cabinet and proceeded, with the assistance of the Reid-Newfound and Company, (with whom he was always on very intimate terms), and under the smile and approbation of Sir William MacGregor, to form a new party and make his arrangements for an appeal to the country. At this moment, and throughout the ensuing campaign I happen to know

that His Excellency was Sir Edward's guide, philosopher and friend, assisting him in every conceivable way. As most of my readers will remember, the election of 1908 resulted in a tie. The thirty-six candidates returned were equally divided—each party had eighteen. When the Legislature met, it was impossible, of course, to do anything, and so, after every effort to seduce members from their party allegiance had failed, it was found necessary to dissolve the House and make another appeal to the electorate.

During this crisis it was an open secret that the Governor's sympathies were with the opposition, and that whatever His Excellency could constitutionally or socially do was done to secure a majority for the latter. The second effort to defeat the Government, which was made the following year, resulted in a substantial majority for Sir Edward Morris, to the manifest delight of the Governor, who did not try to conceal the great satisfaction it gave him. Mind you, reader, I do not in any way wish to impugn Sir William's motives. He believed he was doing the right thing. Therefore, his aim in taking a hand in politics to me was obvious enough. To "promote the welfare of the common man, to make the miserable less wretched, and to make a little more comfort attainable by the disinherited of

At this juncture Sir William MacGregor came in for his fair share of criticism. One of the local papers commented upon his actions in these words: "Instead of finding in him the embodiment of lofty political honor and integrity, we have made the unpleasant and painful discovery that Governor MacGregor is not entirely proof against the temptation to temporize and trim his sails to catch every passing breeze of *whiff* popularity, regardless of the *people's* feelings, or the real tendency and bearing of the object in view. Sir William may imagine that, by pursuing a *certain* social and religious course, he will succeed in rendering himself fairly acceptable. But we can assure him that no greater mistake could be committed by a *Governor* than that. Napoleon the First managed to be a Catholic in France, a Lutheran in Germany and a Mohammedan in Egypt. Still this policy of being 'all things to all men that he might win some', didn't succeed, and while an exile in St. Helena he had ample opportunity to reflect on the necessity of acting consistently in regard to religion as well as political and all other concerns."

This is what a very intimate friend of Lord Morris (one for whom he subsequently obtained a title) once said of him: "The truth is that Sir Edward is the supreme special pleader in politics. There never was any one to equal him in that respect, and as



BATTEAU HARBOUR, LABRADOR.

[Photo by J. C. Parsons.]

the world's goods, that had been, in good report and in ill, the supreme object of his A'mi'd-itation." Or at least, he thought it was. Others who did not know the secret purpose of his heart misjudged him. But Sir William never misjudged himself. He knew whither he was steering. He might tack to catch what wind he could in his sails. If he deviated from the straight course, it was but that he might the more speedily urge his onward way to his destined goal. His career, to those who had not that clue, might have seemed a somewhat tangled mass of inconsistencies. To those who could see the end from the beginning in Sir William's case, everything was clear. Nor could there be any mistake whatever as to the one increasing purpose which ran through his busy years. However, Sir Robert Bond threw up his seat in the House of Assembly, retired from the arena of active politics and like Cincinnatus of old, went back to his farm and the simple, if less alluring, attractions connected therewith. Various efforts have been made since then to tempt him back to leadership, but all in vain. And so it happens that we are now forced to say with the poet:—

"Ah God! for a man with heart, head, hand
Like some of the simple great ones gone
Forever and ever by,—
One still strong man in a blatant land,
Whatever they call him, what care I—
Aristocrat, democrat, autocrat—one
Who can rule and dare not lie."

he grows older he seems to surpass himself. He has supplied a complete set of arguments for almost every point of view in politics; for Confederation and against Confederation; for ending the Legislative Council and for leaving it in possession; for secularizing education and for thwarting those who attempt to secularize it. He has described Toryism from a Radical point of view and Radicalism from a Tory point of view; he has taken every prominent local statesman in detail—Mr. Little, Mr. Kent, Sir Hugh Hoyle, Sir Ambrose Shea, Sir Frederick Carter, Sir William Whiteway, Sir Robert Bond, and half a dozen others—and shown us first their Stanic and their angelic side, or *vice versa*. The great measures which were twenty-five years ago to inspire the democracy and lead them into their promised land, were subsequently, according to the same authority, the turbulent ravings of diseased minds." However:

"New occasions teach new duties; time makes ancient good uncouth,
They must upward still and onward, who would keep abreast of truth,
Lo, before us gleam the camp-fires! We ourselves must Pilgrims be,
Launch our Mayflower and steer boldly through the desperate winter sea,
Nor attempt the Futures portal with the Past's blood-rusted key."

Then, again, there was something lacking in Sir Edward Morris, something of the deep fervor which made Sir William Whiteway often remind his hearers of the old Hebrew prophets. From that deeper note which Sir Robert Bond also touched Sir Edward shrunk with a diffidence which was not usually considered to be one of his characteristics. On one occasion he

declared he did not feel himself worthy to untie the shoe-strings of either of these able men; but that was in a humble and perhaps jocular mood, and methinks he protested too much. I remember the first time I ever heard him address his constituents being agreeably surprised by the way in which he pleaded in his peroration for the fishermen and laboring classes, whose rights he considered had been trampled under foot by the oppressive policy of Sir Robert Thorburn and some of his predecessors in the Prime Minister's office.

That speech was to many of us somewhat of a revelation. It really seemed to some of us, as was said at the time, as if Sir Edward, after all had a heart. That criticism was just, for Sir Edward has a heart, and a warm one, although it is not equally warm all round. He is like our own planet which has its torrid zone and its Arctic regions, but in his case those who have the good fortune to inhabit the equatorial belt are much fewer than those who inhabit the neighborhood of the northern and southern poles. It is seldom in his speeches that he reveals the warmer side of his nature, but occasionally he lets himself go, and then people discover to their surprise that Sir (now Lord) Edward Morris is not a mere wire-puller and political buckster, but is a man with a human heart and a human soul.

In the early Autumn of 1905 Sir William MacGregor, at the suggestion of the Col-mill Office in Downing Street, paid an official visit to Northern Labrador on the s.s. *Strathcona*, mainly

wondered to find they are civilized people, living in peace and contentment. I have been to Hopedale, but we came on here because we did not see the people that live at Hopedale at their homes. I am more pleased with my visit here than I have been with my visit to any other place. I will tell you why. I have come on Sunday morning, and I find you all at rest. I was born in a country where everyone keeps Sunday very strictly. Therefore, it is with great pleasure I find the Innuits are like the people of my own country. I find you far from the Missionaries, keeping Sunday as if you were at home under their eyes. I never thought that I should stand in a Church built by the Innuits, or meet the Innuits at a service conducted by one of themselves. It is a great thing to know that you take your religion with you wherever you go. This is a credit to the Missionaries. I will be sure to report to the Government what I have seen here. You will remember I have come here to-day because the King has not forgotten that there is a Labrador Coast and an Innuits people. For the first time, the Government has sent one of its Ministers to see you.

"The Governor is the Chief of Newfoundland, and of its Government, as well as of Labrador. I am sure in the time to come the Newfoundland Government will give more attention to the Innuits people, than in the past. There is only one thing more I wish to say to you. I have been distressed to hear that many of your little children die. Your country is a big one. Your people are few. It is important that you should



ESKIMOS, LABRADOR.



THE FAULTS OF NETAGAMVUE, LABRADOR.

for the purpose of reporting on the number, condition, &c., of the aboriginal inhabitants—the Eskimo or Innuits. This visit formed the subject of a very interesting Blue Book, a copy of which His Excellency kindly sent me shortly after its publication. He landed at most of the larger places, and at some of them held meetings and addressed the people. My space is too limited to admit of even a comprehensive synopsis of the entire trip. An account of his call at one of the most important settlements and what took place there must suffice. Sir William landed at 6 o'clock on Sunday morning at Double Island, where, in the summer season, there is quite a large community. The Eskimo gathered even at that early hour, with great alacrity. Lychachias, of Hopedale, presided.

His Excellency said: "I am sorry to come to see you so early in the morning—otherwise I could not come to see you at all. I am also sorry to be obliged to come on Sunday. I am come to you from St. John's as the Governor of this Colony. That is, I come on behalf of your King. I am only his servant, but I come by order of his Government, that is, by order of the King himself. When I see you I look at you with the eyes of the King. Captain Dawe has come with me to represent the Government of Newfoundland. He is the Minister who looks after all things connected with fishing. Dr. Grenfell has come also. You know him, how he is always going about healing the sick. I have visited all your stations except Ramah, and have been very pleased with all I have seen of the Innuits. I have been surprised to find they live such good lives. I have

rear all your children, and not lose them when they are little. If you cannot do so, your people will diminish and your land will become empty. Your King will be very sorry to know that the Innuits are getting less. All this coast is your country, but if you die you will not occupy it in the future. In order to keep your children alive, build as good houses as ever you can. You should treat women well, especially when they have children, and your wives should keep your houses clean. You can receive good advice on this subject from the Missionaries. I want to ask you most earnestly to do all you can to save every one of your children. Only one other thing troubles me, and that is, when disease comes, many of your grown up people also die. When disease comes, go at once to the Missionaries, especially to Dr. Hutton of Okkak, if you can. Never be afraid to take the medicine they give you, for, if you attend carefully to all they say, it will go along way to save your lives. I hope you will remember that these are not only my words, but they are the words of your King, and the great father of the Innuits, and all his people must listen to him. When you go back to Hopedale, you must report sure to ask what is being done to preserve the people in Labrador. I hope to come myself again some day to see you, and so, I am sure, does Captain Dawe, and some other member

of the Government; and you will be quite sure never to be forgotten, either by the Government of Newfoundland, or by our King."

The same year in which Sir William MacGregor sent in his "Report on Northern Labrador and the Innuits," he also prepared and forwarded to the Colonial Office exhaustive data for a Blue Book on "The Trade and Commerce of Newfoundland." In his introduction to this Report, which was subsequently presented to both Houses of Parliament by command of His Majesty the King, he said to Mr. Lyttleton, the Secretary of State for the Colonies: "It is greatly to be regretted that both as regards fish and minerals, British Capital is not further employed in this Colony, where, as far as one can judge, it could be profitably invested. This question is one of the most interesting and important of those that are raised by this report. It would surely be well worth considering how the attention of British capitalists could be drawn to the undeveloped resources of the Colony. I am informed by my Ministers that some efforts have been made in previous years in this direction, but that the results have not been encouraging. The trade of the Colony is being lost to the United Kingdom, and is passing to Canada and the United States. The best remedy for this, probably the only one, would be that British capitalists should take a much greater share in the development of this Colony than is the case at present."

In the paragraph of the Report immediately following the one I have just quoted, Sir William directs the Secretary's attention to "how completely this Colony is dependent on other countries for its food." He did not think it probable that there was any other country of equal size and importance that had to import from abroad practically the great mass of the necessaries of life. "How far," said he, "it may be possible to remedy this highly unsatisfactory state of matters, I am not in a position to form an opinion at present, as I am not sufficiently acquainted with the soil and climate to be able to say what better farming and grazing could do for this Colony. But it seems certain that excellent potatoes, cabbages and other products are grown here, and that such cultivation could be greatly extended. That the cereals can be successfully cultivated on a large scale is, it appears, open to some doubt. It has to be remembered that the population, speaking generally, is not agricultural but piscatorial. I observe that flour not wheat is imported here. This seems strange to a place like St. John's where there is water power close at hand, and in a country where the bye-products of the wheat-mill would be so useful as food for cattle and horses, forage for which is so largely imported at present. It appears there is no flour mill in the Colony."

Sir William was always a strong Confederate. He never could understand why Newfoundlanders persisted in their prejudice against Union. He said to me on one occasion: "The Secretary for the Colonies favored the admission of Newfoundland in the Canadian Dominion, but the hitch which occurred when you sent your delegates (Bond, Morris, Horwood and Emerson) to Ottawa in 1895, it seems, has proved insuperable. The difference between the Government of the Dominion and the authorities of Newfoundland was a financial one, some few millions being involved. It is to be hoped—now that a change of Government has taken place—the new Prime Minister and his Cabinet will be able to arrange matters to the satisfaction of the Colony and the interests of the Empire." This hope, however, was not realized, as Sir Edward Morris went out of office without accomplishing anything more in that direction than his predecessors.

Obviously, what we want here before reconsidering the question of Confederation is the reconstruction of the Liberal Party with additional strong men in the Cabinet—men who will think more of great causes than of mere Party consequences, who will show more of the massiveness and dignity of real statesmanship and less of dodgery and finesse than we have been accustomed to in recent years. The man who is best calculated to restore Liberalism to its true estate should possess the qualities which were most dominant in the late Sir William Whiteway's character. We must have done with time serving. Vote-catching is the most contemptible device that a party

leader can put himself to: and he (Sir William) honorably distinguished himself by his refusal to take part in tactics which are in themselves discreditable, and in their ultimate issue disastrous to those who adopt them.

It seems to me that we have come upon a time when there are more difficult problems facing those who have to guide the counsels of the people than have happened for many a generation, if ever before. There are vast masses of men everywhere who have no evil will, against whom no harm can be stated, who have only this one wish, this one demand—that the labor which they are prepared to give should be accepted, and bare sustenance given them in place of it, and to whom it has been necessary from sheer want of employment to give in return a disappointing answer. We pass these things over, we express them in brief language; as the information flies rapidly under our eyes we do not take notice of what misery, what despair to men, what utter despair to women and children, what physical suffering is involved in those frightful facts. As long as the problem of the unemployed presents to us the features shown to us during the past few months, it cannot be said that the duty of our statesmen and politicians has been discharged if they do not make an attempt, at all events, to solve them with the utmost energy in their power.

Like most medical men, Governor MacGregor was fond of his profession and frequently visited the General Hospital, in which



ONE OF THE LAGOONS AT HARRINGTON,
LABRADOR.

he took a great deal of interest. I once made the remark to him that hospitals were ancient institutions. He immediately answered:—"The Buddhist King Asoka (263-226 B.C.) instituted hospitals for men and animals, and employed consultants and provided dispensaries just as in a modern clinic or out patient department." Certainly love of science was not a more powerful motive with this good monarch than love of his fellows, with love animated by the noble spirit of the Indian saying recorded by the Orientalist Boltling:—"Is any man sick? The Physician is his father. Does he get round? The Physician is his friend. Is his ailment over and his health re-established? The Physician is his guardian."

Sir William seemed to have a high regard for our Dominion with a very optimistic with respect to its future. In one of his speeches at the opening of the Legislature he said: "It is gratifying to be able to congratulate you and the country upon the prosperity which has generally attended the fishery operations of the past season, and I trust that this increased product of our great staple, upon which you have ever mainly to depend, will not be without having a permanently salutary effect among the toilers and all classes of the people."

Although accustomed to classifying men, Sir William found it hard to get some of his new friends and advisers into any of

his pigeon holes. His impulsive vehemence was associated with a singular power of self-control and a deep-seated reserve, not easily penetrated. Free-handed generosity lay side by side with much tenacity of insistence on any right small or great; intense self-respect and a somewhat stern independence, with a sympathetic geniality of manner, especially towards young people with whom he was always a great favorite. Flights of imaginative rhetoric, which amused (and sometimes amazed) more phlegmatic people, proceeded from a singularly clear and hard-headed-reasoner, over-scrupulous, if that may be, about keeping within the strictest limits of logical demonstration; and sincere to the core. A bright and very genial companion, Sir William had little of that quick appreciation of the humorous side of things in general, and of one's self in particular, which is as oil to the waves of life, and which was so characteristic of Governor Boyle.

After his return from Northern Labrador, the remainder of Sir William's sojourn with us was fully occupied. Almost every other day or night he had to preside at, or address, some public or private gathering and, being a good speaker, he seldom failed to get a large audience. He took an earnest and active interest in educational matters, visited the different colleges and high schools frequently, and availed of every opportunity to say a word of encouragement to those engaged in teaching, as well as to the pupils themselves. On one occasion I happened to be present when he spoke along these lines: "Try to write well. Everybody who can talk can write, although not necessarily



A LABRADOR FISHING BOAT.

well. Writing is only concentrated talk. If you find the first effort of setting down independent thought on paper too arduous, say what you have to say to some more skilful friend: he will write it down, but it will be your production. If you are interested in things of the mind, talk about them—if you can get any one to listen. If you cannot find a sympathetic ear, discuss them, like Demosthenes, with the waves. Do not keep silent."

At the beginning of this article, when I referred to Sir William MacGregor's family, I omitted to mention that one of his daughters, the pet of the family—he used to call her his little Fiji—was born in far away Fiji. Such, however, was the case, and it always amused me to notice, whenever either of her parents spoke of the event, how proud she seemed to be of the place of her nativity. But she did not remain long with us. A year or so before her father left for the Antipodes, she preceded him to London and became the charming young wife of Commodore Paget, cousin, I believe, of the present Marquis of Anglesey. Speaking of Fiji reminds me that Sir William had in his many strange and eventful experiences, while acting as British Commissioner there, one of a particularly undesirable nature. In the interior of those islands many of the people were savages, and cannibalism was a common practice with

them. Among his (Governor MacGregor's) more intimate friend at Levuka, the capital and seat of Government, was a Methodist minister full of missionary zeal and enthusiasm. He wanted, above everything, to get up in the hills and convert the savage tribesmen to civilization and Christianity. The Governor remonstrated with the reverend gentlemen on the risk he would thereby incur; but all in vain. He persisted in "trusting to Providence," and went, with the result that he never returned. Some time afterwards, on certain rumors reaching the authorities regarding the cruelties of two of the native chiefs, Sir William started out with a punitive expedition to call the offenders to account. On his approach, the savages retreated to the forests, leaving behind them in several places gruesome evidences of their cannibal feasts. These included an arm and a leg of the unfortunate missionary, together with some of the limbs and clothing of other victims. The ghastly remains were tenderly gathered up and taken back to the nearest town for Christian burial.

Since then other missionaries have continued the work and cannibalism has become a thing of the past in those islands.

"In 1835," said Sir William in relating to the matter to me, "two Methodist missionaries made the first attempt to introduce Christianity into Fiji; missionaries of other sects followed; and after the usual history of massacres and persecutions, the churches report a most wonderful success. To-day there are said to be more than 1,000 chapels and preaching places, 1,800 day schools, a theological institute, and more than 120,000 regular attendants on public worship. As a matter of fact, the Fijian boys and girls now are better provided with educational facilities than are the young people of Newfoundland, in spite of our much-vaunted claims to a higher standard of civilization generally."

On their first arrival here Sir William and Lady MacGregor brought with them to St. John's perhaps one of the largest and finest collection of curios, &c., ever possessed by a colonial viceroy and his consort. It was a source of great pleasure to all who visited Government House in those days to be shown through their Excellencies' "curiosity shop" and to see the variety of strange implements of war and peace which the genial hosts deigned to exhibit and describe. Conspicuously displayed, in places set apart for them, were bows and arrows, spears and assagais, calabashes and quaint musical instruments, most of them the gifts of tribal chieftains at Fiji, New Guinea, Lagos, South Africa and elsewhere. What became of this unique and invaluable collection? I cannot locate it all. Probably Sir William and Lady MacGregor took some of it away with them; but I do know that they sent a considerable part of it to our local Museum, where it remains on exhibition, and where the affable and obliging Mr. William Duggan, still delights to enlarge on the gift itself as well as on the givers.

Sir William MacGregor left Newfoundland in 1909, followed by the good wishes of the people generally who were pleased to know that his services had already been enlisted in a larger sphere of usefulness. He retired in 1914, and died in 1919 sincerely regretted by all who personally knew him.

Such was our friend. Formed on the good old plan,
A true and brave and downright honest man—
He blew no trumpet in the market place
Nor in the Church with hypocrite face
Supplied with cant the lack of Christian grace;
Loathing pretence, he did with cheerful will
What others talked of while their hands were still.



British Empire Exhibition 1923.



ARRANGEMENTS are being made in London for the holding of a British Empire Exhibition in 1923 under the patronage of His Majesty the King. The Prince of Wales is President of the General Committee, and Lord Morris is Chairman of the Executive Council. The Exhibition will be held at Wembley Park, Middlesex, from April to October, 1923, and will furnish a unique opportunity for a review of the Empire's resources and manifold activities. Wembley Park has been purchased at a cost of £65,000 and handed over to the committee for the exhibition's purposes, and everything connected with the project

ter since the Colonial and Indian Exhibition at South Kensington in 1886. That Exhibition, however, whilst fully representative of the Overseas Dominions, did not include products of the United Kingdom.

At the coming one it is intended to give adequate representation of the resources of the Home Country as well, and in every department it is expected to be more extensive. That is as it should be, for, as the organisers point out, the last thirty-five years have brought with them a considerable growth in the resources of the Empire. The area of the Empire, for example, has expanded from nine million to over thirteen and a half



HIS ROYAL HIGHNESS THE PRINCE OF WALES, PRESIDENT OF GENERAL COMMITTEE.

will be done on a similar ambitious scale. The building alone will cost over a million pounds and it is hoped to have a generous participation in the project by every section of the British Empire. We understand that Newfoundland will be offered every concession granted to any other exhibitor and that our Government, will in the not-distant future be officially invited by the Secretary and the Administrative Committee to participate in the Exhibition.

English papers tell of the progress that is being made already with the arrangements for holding this Empire Exhibition. It will be the first Imperial Exhibition of a comprehensive charac-

million square miles—including assigned ex-German Colonies, but not including Palestine and Mesopotamia: the population has risen from 320 millions to 450 millions: the exports from the United Kingdom to other parts of the Empire have increased in value from £75,000,000 to £501,000,000 and the imports from those other parts from £81,000,000, to £560,000,000 and the shipping tonnage of the Empire has grown from eleven million to twenty and a half millions.

The idea of such an exhibition was first mentioned by Lord Strathcona in 1913, but the outbreak of the war necessitated its postponement. When hostilities ceased it was revived, and at



THE RIGHT HON. LORD GEORGE, K.C.M.G., F.R.S.
CHAIRMAN OF EXECUTIVE COUNCIL

a meeting convened by the British Empire League on May 20th, 1919, and attended by Minister, High Commissioner, and Agents-General of the Overseas Dominions, a resolution was passed unanimously in its favor. Since then the King has consented to become patron of the exhibition and the Prince of Wales to be President of the General Committee. Parliament has authorized the Government to contribute to the guarantee fund, a powerful executive council has been formed, the co-operation of India and the Overseas Dominions has been invited, and the Prince of Wales has asked the Lord Mayors and Mayors of the chief cities and boroughs of the United Kingdom to form local committees.

Newfoundland, no doubt, will be well represented at this exhibition. At all events, every reasonable effort should be made to secure an exhibit that will be adequately descriptive of the resources of this country. But it seems to us that a

special opportunity will offer to this Island to "put its best foot forward" and make a showing on its own account of its industrial developments and possibilities. We have great natural resources in Newfoundland, which we are doing far too little to advertise abroad. There are many things about our country that should be attractive to the capitalist as well as the prospective settler, and we should take advantage of every opportunity to place them before the British public.

If the matter is taken in hand vigorously Newfoundland can make a display at the Empire Exhibition which, in variety and quality, will compare most favorably with any exhibit which any other of the Dominions can assemble. Now is the time to get to work and prepare to make an exhibit that will be worth while. It cannot be done without expense, of course, but the cost of it, we believe, will be money well spent.

❁ Ships of Early Atlantic Adventurers. ❁

By Dr. Arthur Selwyn-Brown.

THE Atlantic has played a grand role in the history of adventure and shipping development. From the time when the Phœnicians circumnavigated the African continent until a few weeks ago when a new type of Cunarder entered the port of New York on her maiden voyage, there have been energetic explorers ready to face all dangers to fight a cause, discover new lands, or seek treasure. The lure of gold and fame have impelled many to plan and successfully carry through illustrious historic sea adventures. We are reminded of some of these by the wonderful mural decorations in the new offices of the Cunard Company in New York City.

One of the great exploits in early navigation was the voyage of the Greek adventurer Pytheas to the Baltic and White and Kara seas. This great navigator, setting out from Marseilles in B.C. 320, a short time after the death of Alexander the Great, sailed around the Baltic Sea, up the Norwegian Coast to the North Cape, and then into the Arctic seas to the north. On his return voyage, he lingered on the East Coast of England and made many excursions inland to gain data for his book describing what he saw during his expedition. The ancient world learnt about the Scandinavian and Baltic peoples from this early explorer and gleaned its first authentic knowledge of the ancient Britons and the Polar seas. He also taught the peoples of the



Leif Ericson and his brother Vikings in search of strange lands to the West. They found "Vinland the Good" and brought back tidings of the new continent. Their landfall was somewhere on the Labrador.



What curious vessels our ancestors went to sea in! High sided and clumsy, with towering poops, they wallowed across the unknown seas. Here is the Golden Hind, Sir Francis Drake's ship the first English vessel to circumnavigate the globe. Her course was through the Straits of Magellan, across the Pacific and Indian oceans, around the Cape of Good Hope and back to England.

civilized nations of the Mediterranean about the Teutons, Kimbrians, Goths and other Nordic races. Full details of the Baltic amber deposits and trade, and the Cornish tin trade, were furnished by Pytheas. The amber trade had been developed in prehistoric times through the Sacred Road which ran across Europe from the Adriatic to the northern coast of Germany. But none of the traders was able to successfully describe the manner in which the amber was found. That work was left for Pytheas. This early seaman described Britain as a three-cornered island shaped like the head of a battle axe, and a land of much rain and little sunshine. Wheat grew plentifully in the southern parts and was threshed out and stored in covered barns. He also noted that the Britons were fond of drinking mead, a mixture made from wheat and honey.

None of the books Pytheas wrote has come down to us and our knowledge of them is derived from quotations in the works of other writers. Some of these quotations are obscure, and one has led some historians to believe that Pytheas visited Iceland. It seems most probable that he never went as far as that. Perhaps earlier Greek captains made that voyage. A statement by Plato, to the effect that owing to the destruction of the Atlantis, civilization suffered a serious set-back, causing a loss to the Athenians of much knowledge, comprised a suggestion, it seems that reports about North Atlantic peoples had been lost to the early Greeks.

The ships of the early Mediterranean peoples were fairly large decked trimmes. These were built of wood. They often had several decks and more than one mast. Usually they had only one mast and one deck. They were propelled both by rowing and sailing. Some of these vessels were 150 feet in length and carried crews of 200 men. Some of the Roman ships employed in the grain trade between Egypt and Italy, at a later period were several thousand tons in burthen and carried three masts and square sails. Their passengers and crews exceeding 300 people. Ship-building became a lost art after the destruction of Rome.

The voyaging of the Vikings began about A.D. 795. They started with small roving, canoe-shaped boats of a primitive type. They were primitive men whose ideals were lives of physical activity. They relished deeds calling for physical strength, courage and skill in self preservation under adversity. Such men were content with simple boats and simple means of travelling. The early excursions of the Vikings to Iceland, Greenland, and Newfoundland, which they called Vineland the Good, on account of the fine wines the settlers made from the native fruit berries, were carried out in very frail boats.

There are several Viking ships preserved in European museums which disclose the character of the craft these hardy adventurers used for their sea excursions. The best example is known as the Gokstad ship. It is preserved in the museum in Christiania. This boat is canoe shaped, seventy-five feet long, fifteen feet in beam and three and a half feet deep. It had no rudder, but, like a lifeboat, was steered by a starboard, or a steering oar. Ships like this



The ship of Sebastian Cabot, who was born in England (of Italian parents). Soon after the first voyage of Christopher Columbus, he and his father, John Cabot, made two voyages to the mainland of North America. Later he explored the coast from Labrador south to the Caribbean.



People today find it hard to realize how small were the vessels in which the great explorers traversed the trackless wastes of the ocean. The *Santa Maria*, the flagship of Columbus, was a caravel of about ninety tons. She was about as weighty as a wash tub and was much faster.

carried from thirty to sixty men in their crews and were rowed as well as sailed. There were sixteen oars on each side—thirty-two in all, and the crew worked in shifts. The Atlantic and Arctic seas were explored and traversed, and the trade of Greenland and Iceland was carried on with ships smaller and more primitive than the Gokstad ship. The illustration showing Leif Ericson's expedition to Newfoundland depicts typical Viking deep sea ships using both sails and oars.

The Viking activities commenced about 795 A.D., although the early Norse settlers reported having learnt from the Eskimo that in a place later named Vineland, many years before the Norse arrived, there was a settlement of men dressed in white. These are believed to have been early Christian Missionaries who, having converted Ireland to their beliefs, sailed westward to spread the Gospel of Christ in new lands. It would seem from these accounts that the first Europeans to cross the Atlantic were not the Vikings but the early Newfoundland Missionaries.

It is well established that the Christian Missionaries, having completed their work in Ireland, migrated to Ice and about 795. Some of them sailed down the coast of Labrador and, doubtless, also visited Newfoundland. They were soon followed by the Vikings. Indeed, we may presume that they were carried Westward in Viking ships.

The sea-going Vikings at this period were not Christians. This is shown by a remarkable custom they practiced which preserved some of their ships for us. Like many primitive peoples, such as the Australia aborigines, the Beothics and other

Indians, and thereby Gauls, they believed that there was an after-life in regions beyond the stars. The dead were borne to those spirit lands in ships. Whenever a man died a borge of a ship, or boat, was buried with him to ferry his spirit to the regions of eternal life beyond the stars. Burial ships have been found in Greenland, Iceland, England, Scandinavia, France and Spain. This practice was widespread wherever the Vikings journeyed. These hardy sea explorers lived roughly and perilously on ships and dreamed of taking a final sail on a fairy bark to a beautiful haven of rest beyond the skies. Friends always provided the bark and provisions for the voyage at the burial.

The ships used in the Atlantic voyages of Columbus, Cabot, Drake, and the Elizabethan buccancers were larger, more comfortable and speedier sailors than those of the Vikings, although modern seafarers would find them mightily uncomfortable. Such ships have been splendidly pictured in the Cunard Building, New York, by Ezra Winter, the American mural decorator. They are reproduced above.

Glancing at these interesting pictures, we may see that the history of civilization can be depicted by a series of models or drawings of ships. Each age, country, and in many instances each district, exhibits its own peculiarities in ships and shipping customs. Modern vessels show how wide is the gap between our civilization and that of the early Atlantic adventurers.

A place t' go wen there's comp'ny a-wantin' t' strafe, yet doin'g
P'tendin' they'd like t' kiss yer, an' you all f'reckled an' brown,
An' sticky f'm bread an' 'lasses, where yo' ges' a-et yer fill,
An' yer arms an' legs 's like w'at g'at's doin' knowin' how t' trade 'em.

A place t' go wen yō're lagg, an' wāntin' jes, t' sink
The thing 'at a boy is good fer—ol' 'systasin' wōld
Fur 'nat' off out o' callin' 'thim 'nigger niggers in yer ears—
Cos hay-lof is much too close tō a ma' 'th a voice like yō're

'Spectin' a fairy feller - red cap, whiskers complete -
T' pop up onto the road side, so pretty he can feet.
A bit of a grey-brown spatter 'quashin' on a tree -
Especially if yo're eatin', an' sayin' 'Shoo me! Shoo me!

Gimme a' ol' tote' jacket—de'n' want no' spandy' clothes,
Gimme me joys er sorra's an' oll' t' the wood I goes,
Fellers go up t' the hay lot' they says it is de' as good—
But nothin' qu'itens me better 'n jes' g' on' off t' the wood

✿ A Cruse of Oil. ✿

By Robert Gear MacDonald.

TIRE unfaſting cruise of oil, our Love, to day
 Though year on year we use it, for a light
 In nights of ſorrows' ſadneſs, in our ſight
 The oil of joy; upon life's journey's way
 To nourish heart and hope; or to allay
 The ſcorchings of a ſcornful world, with might
 Gentle yet irreſiſtible, where white
 Adverſity's waves are towering, there to ſtay
 The tempeſt, make its billows ſmooth, avail,
 And does not waſte more than the widow's ſtore.
 Once thought a miracle in days of yore,
 But grows with daily uſe, and year by year
 Seems more abundant, more refined, more dear
 And ſhall not fail us when our autumn wanes

❧ Off To The Wood. ❧

By P. Florence Miller.

FELLERS go up to the hay-lof', but I goes off to the wood
Wen I wanten think out sompin', er I'm not a-feelin' good.
The wood jes' takes a feller into its great green lap,
An' smoooves his ruffled fur down, an' takes out all the yap.

A place t' go wen yo're huffy cos things 's all gone awry,
An' yo're too much of a soger t' let folks see yer cry,
Lie flat down on yer stomnick an' stub yer toes in the moss,
No one to say—"Min' yer shoes, there", a-makin' yer twice as cross.



UNVEILING OF SERGEANTS' MEMORIAL JULY 3, 1921—FIRING A VOLLEY.—*Photo by I. B. Harwood*

Decorations Day.

By Henry Polk Lowenstein,
Kansas City, Missouri.

OF all the days in the fleeting year,
The saddest and sweetest and one most dear

To us is Decoration Day,
When we scatter the flowers o'er the blue and the gray,
And honor the khaki, far and near.

The widow's sigh, the orphan's tear,
The mother's love, the father's cheer,
And the poppies' blushing heads that sway
'Neath country's flag and sun's hot ray,
Make this the day, where death is peer,
Of all the days.

With neither malice, hate nor fear,
They marched away 'neath sky so clear,
To make this day the glory-day,
Of all the days.

A Merchant Seaman Knight.

It was not unusual in Queen Elizabeth's time for English knights to take command of trading vessels engaged in foreign voyages. In English naval history, several such knights occupied positions of prominence. In subsequent periods, however, titled sailors confined their activities to the Navy. In the recent honor list presented to the British Parliament the names of the senior captains of the Cunard and White Star Companies appeared as Knights Commander of the Order of the British Empire. Subsequently, Sir James Charles was appointed Fleet Commodore of the Cunard Line. These appointments have apparently opened up a new era with respect to the position of the merchant navy's profession.

Few bridge officers of to-day are as well known to the travelling public and none are better liked than the capable Commander of the *Aquitania* who is just rounding out forty-one years of service on the sea, twenty-six as a Cunard officer. He was awarded the C.B. (Companion of the Bath) in 1911, in recognition of his services to the merchant marine. His C.B.E. (Commander of the Order of the British Empire) came to him in 1919 for his war work and he was subsequently promoted to K.B.E. (Knight Commander of the Order of the British Empire) with the title of "Sir." He also has the Royal



THE S.S. "LUSITANIA" LEAVING NEW YORK.

war service, having been in charge of the *Saxonia*, *Ausonia*, *Mauretania* and *Carmania* during the various services of these ships as naval transports, hospital ships and in their various company duties.

He first assumed command of the *Aquitania* in March of 1918 when that vessel was under naval control as a transport. During the spring of that year the *Aquitania* transported 47,867 American troops in nine voyages. When the *Aquitania* re-entered service after her reconditioning and conversion into an oil burner, Sir James again took command.

In addition to his services on the commanding bridge at sea, Sir James has acted, 1912-1913, as a member of the British Departmental Committee on Boats and Davits and, 1913-1914, as Nautical Advisor to the British Delegation, International Conference on Safety of Life at Sea.



CAPTAIN SIR JAMES I. W. CHARLES, C.B., K.B.E., R.D.,
COMMODORE OF THE CUNARD FLEET.

Naval Reserve Decoration (R.D.) and belongs to the Royal Naval Reserve (in which he is senior captain on the active list. He was born in Winchester, England, in 1865 and first went to sea in the British mercantile marine in 1880, serving his apprenticeship in sail.

Sir James has been on the Cunard Line staff since 1895, when he joined the *Lucania* as fourth officer. In 1900, he became chief officer of the *Etruria* and four years later was placed in command of the *Alpena*. During the next ten years he commanded no fewer than ten Cunarders, being in command of the *Lusitania* with brief intervals from 1910 to 1914, when he was appointed to the *Mauretania*. He has a distinguished



ALLIED.

By G. M. S.

Hit in the depths of my being, curtailed out of sight,
As all the waking day knows the haunting dream of night,
Amid the laughter and sunshine, amid the warmth and ease,
There comes to me a vision of the frozen polar seas.

Like a cold heaven of peace and rest it opens on my eyes,
With age-long waiting patient, with age-old knowledge wise;
An infinite endurance that mocks our strife and pain,
Makes warmth and brightness smoother, and stress and haste seem vain.

And all suns gild a path to it, shining on every crest
From their rising in the moon to their setting in the West.
Every spring the flocks bring message, and hail me every breeze;
They will not let me, if I would, forget the polar seas.

The old moon lights its highway up along the eastward sea,
And the new moon is a curved white finger, beckoning, calling me;
Till I have taken desolation to my bosom as a boon,
And the wind's despairful moaning to be my pleasant tune.

For they had hand in my fashioning, they have graven my fate,
Made me to hate what others love, and love what others hate;
Have made my soul their vassal, to call her when they please
And she must leave her pleasancess, and look on polar seas.



Agricultural Education.



"Footprints on the Sands of Time."

By A. J. Bayly.



PURE BRED HOLSTEIN FRIESIAN CATTLE AT STOCK FARM.



NEWFOUNDLAND was discovered in 1497. Pedley in his History of Newfoundland quotes from Anderson's History of the Colonial Church, from an account of the Privy Purse Expenses of Henry VII., now amongst MSS. in the British Museum: "1497, August 10. To hym that found the New Ile £10."

A recently appointed Newfoundland Commissioner abroad, in an after-dinner speech, is credited with having stated, in reference to this subject, "that, in his opinion, King Henry paid a great deal too much money for the new possession." It may be that some wag made this statement for the Commissioner.

From the days of its discovery, however, to use Lord Salisbury's oft-repeated reference, the Island has been "the sport of historic misfortune," and it applies particularly to agriculture.

In 1674-5 the merchant adventurers pointed out to the British Government "that the country was not fit for a Colony by reason of the infertility of the soil and the rigour of the climate; if made a Colony it would injure His Majesty's revenue. . . . that all plantations in Newfoundland should be discouraged."

The following extracts, from Governor Palliser's decision, will give some idea of the progress made at this date:—

"Court House, St. John's, 28th July, 1766.

"Some dispute having lately arisen about property in land and a right of cutting grass in this country, the parties being concerned in those disputes being summoned and present, . . . when it was agreed by all present that it ever has been a practice allowed of to enclose spots for gardens and potato grounds, so far back as now no fishing works can be made, but no Governor or other person having ever been empowered to parcel out and divide lands or to pass patents or grants for lands in this country, the whole must be deemed according to the Fishing Act a Public Common and free to all persons to cut wood . . . or to turn cattle upon, or to cut grass, and every one may take away what they cut. But of late years several persons have enclosed most of the few places that produce grass and thence pretend to claim such as their property. . . . I hereby order and direct as follows:—

"1st.—That all lands that are not actually fenced in shall remain open, public and common to all persons without distinction, to cut wood for the use of the fisheries, fuel, &c., to turn cattle upon, and to cut grass.

* Pedley's History.

"2nd.—That if any of the places now actually enclosed and hereby permitted to remain so and are ever hereafter left unfenced in during one year, such places shall revert to the Public Common.

"3rd.—That if any person hereafter shall presume to fence in or enclose any lands (other than are so at this day), contrary to this order, all persons are at liberty to take down such fences or enclosures."

1785.—Permission given to import bread, flour and live stock from the United States in British bottoms.

Governor Keats arrived in St. John's in May 31, 1813. His commission required him to encourage the cultivation of the soil. At this time twenty-six persons had enclosed plots of land of various dimensions, but amounting in the aggregate to seventy-five acres outside the town of St. John's.

Reporting the success of the measure, the Governor later writes:—

"* More than a thousand acres are in cultivation, and as many more perhaps enclosed, the produce of which is confined to hay, potatoes and vegetables of various kinds. crops of which may be seen as plentiful as in England, whilst the environment of the town, the natural beauties of which are very striking, present to the view several neat, well cultivated and productive little farms."

In 1825, Capt. Cochrane succeeds to the Governorship. He introduces Road building.

In 1842, Sir John Harvey, Governor, arrives. He succeeds in forming the first Agricultural Society.

In 1843, at Brookfield ploughing matches were organized in which there were thirteen competitors. Prizes were given for the best standing crops and best cultivated fields. Horse races took place. Four thousand persons visited Brookfield that day. Enthusiasm reached the limit point.

Before leaving the country in 1844, the Agricultural Society presented His Excellency with an address, of which the following is an extract:—

"Called into operation very soon after Your Excellency's arrival in Newfoundland, the Society has, under the influence of your Excellency's continued encouragement and support, steadily advanced in the diffusion of a desire for agricultural knowledge, and has, by means to which we need not at present more parti-

* Pedley's History.



A BUNCH OF PURE BRED AYRSHIRE COWS AT STOK FARM, TOPSAIL ROAD.

cularly allude, succeeded not only in introducing great improvements in the practice of agriculture, but in developing some of the natural resources of the Colony which were previously but imperfectly known, and in thereby conferring upon its inhabitants the most substantial benefits, the good effects of which are becoming every day more apparent, and we feel certain it will afford Your Excellency great satisfaction to be assured that the Society will long cherish the remembrance of Your Excellency's example which it will be their constant aim to emulate and promote."

In connection with the famous Bait Act, in 1887, Governor Des Vœux writes to the Foreign Office, as follows:—

"As regards agriculture, there are no doubt large tracts of waste land in the Colony which are fairly capable of cultivation, and it may therefore be asked, why is the attention of the population not directed to this as a resource, and why cannot they succeed as cultivators for instance as the people of Manitoba, who have an even more inhospitable climate, and are many of them equally without training to agricultural pursuits.

"The reply is, that though the cold of Newfoundland is by no means as intense as that of Manitoba, or even that of the Province of Quebec, the winter here is equally long, if not longer, than it is there while, on the other hand, there is an absence of the extreme heat of summer which prevails in Canada, and thus Wheat, Barley, Maize, Apples, &c., which are the main dependence of the Canadian farmer, cannot unless under exceptional conditions, be brought to maturity here, while even Oats frequently fail to ripen from the same cause, and have to be cut as fodder for cattle. Moreover, as regards the soil, I question whether the extremest enthusiast would venture to compare the capabilities of even that comparatively small portion of it which is cultivable with the prairie lands of Manitoba and the Western United States so that while the latter are still so partially settled there is absolutely no prospect whatever that the harvest of Newfoundland soil can ever take the place of the products of its neighbours for the purpose of export to outside markets.

"Newfoundland might very possibly, produce all the potatoes and meal which it requires for its own consumption, if any considerable portion of its population could be induced to overcome

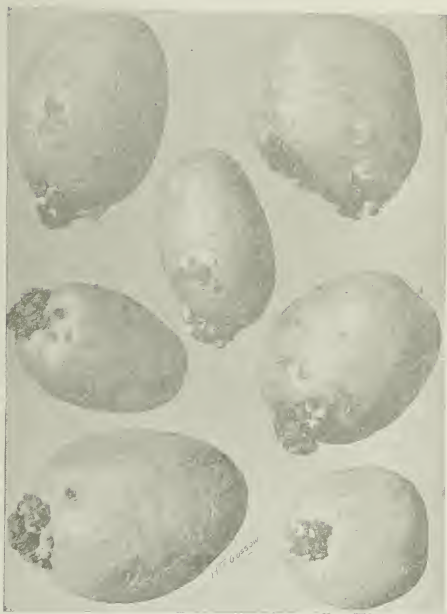
its reluctance to abandon the sea and betake itself exclusively to the cultivation of the soil, which same, though probably no very great advance might be made in this direction, even under the present system of combining farming with fishing pursuits; but even this comparatively small advantage would involve a great change in the habits of the people that could only be brought about gradually, and which when accomplished would afford only to a limited number a very bare support. It would create nothing to exchange with the outside world for wheat, coal and other articles that have come to be regarded as necessities of life and would not, in any appreciable degree, hinder the rapid decay of wealth or prevent the consequent collapse of the revenue that would result from continuously unremunerative fisheries."

I have reproduced ancient and recent history to draw attention to the degree of encouragement people who were interested in Agriculture met with up to this time. More recently, bonuses have been paid for clearing land, half of which was paid when the land was ready for the seed, the balance was given when the seed was planted, and there is no doubt that it was a very good way of creating interest in the soil. It, at the same time, was a real help to many a poor family, but the practice was not educational so far as agriculture was concerned.

The creation of a Model Farm on the Newtown Road was the first distinctly agricultural educational Institution ever undertaken since Governor Harvey's ploughing matches at Brookfield. Unfortunately, however, it turned out to be short-lived. At the same time I could never understand why such a site was selected for such a purpose.

The few exhibitions which took place in years gone by were educational in the extreme, especially the general Exhibition held at St. John's. Its principal educational feature was the instruction given with horses and cows as "object lessons" by the late Dr. Standish, who came here to judge them from the Truro Agricultural College. We often get some worked up enthusiasm here at political meetings, but anyone who remembers the judging of Live Stock scenes at Fort William in 1910 must still remember the great interest aroused by the visiting judges during their several days' in St. John's.

Whilst an Exhibition of knitted counterpanes, or hooked mats,



POTATO CANKER

As it occurred on Potatoes imported into Canada from England.

(Illustration by Mr. H. T. Gassow, Dominion Botanist, Ottawa.)

twenty years old, taken from a bed or the parlor floor and "gotten up" for the occasion as "sure prize winners," are probably just as inspiring exhibits at an agricultural show as a miscellaneous collection of huge ill-shaped, deep-eyed potatoes of all sizes and different varieties. A large exhibit of well selected potatoes, of uniform size, with smooth skins and shallow eyes, of the best varieties grown, nicely placed, will attract the attention and keen interest of almost everybody attending the show.

An instructor, however, having two such exhibits of potatoes as "object lessons" would point out the cause of the coarseness in the one lot and also tell his audience how everybody who chose could have crops like the prize winners: how the grower who knows his business would not plant a potato having deep eyes for seed purposes, for the reason that his time was too precious to waste in growing potatoes that he could not sell quickly at the best prices. He wanted the purchaser to remain his customer and by supplying potatoes that the housekeeper did not need to chip fully one half away in the process of peeling, and he knew as the graded potatoes were nearly all

about the same size, a whole pot full of them would be fully cooked at the same instant, there being no small ones to become water-soaked while the larger tubers were boiling. The instructor would also tell us that the proper time to select seed potatoes was when the crop was being dug. He'd select the best and most healthy looking stalks and from which, as "like breeds like," only good sound potatoes of uniform size would be gathered for seed purposes and carefully put away in shallow boxes with air spaces between the layers. They should not be kept in bulk under any circumstances and should be picked over several times during the winter.

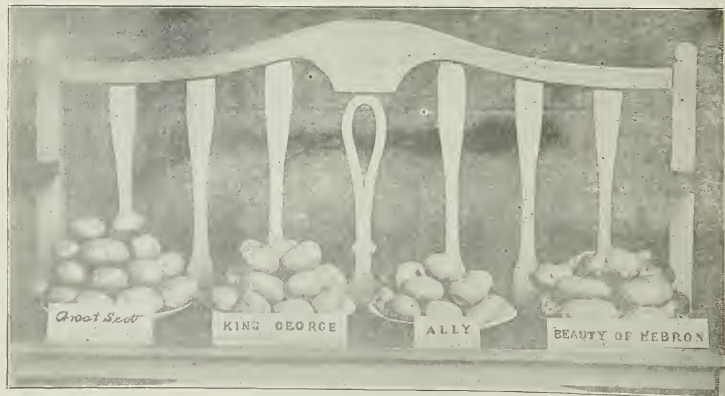
The potato takes a very important place in our food supply, yet a great many people depend entirely upon the refuse left over from the winter's stock to plant out their gardens with, and imagine they are economizing.

He would also point out to the person whose garden is infected with Canker to such an extent that he practically had nothing left in it, that had not become diseased, to dig—the risk he runs by planting potatoes, that are not immune to the disease, in infected ground. In these times when everything is



SAMPLE RESULT OF SCOTCH GROWN

Immune to Canker Potatoes from sets supplied by Department of Agriculture
Ally and Lochar grown by Henry Cowan Great Scott grown by A. V. Ross



GREAT SCOT, KING GEORGE AND ALLY

Are the result of Scotch grown immune to canker potatoes. BEAUTY OF HEBRON are from New Brunswick stock.
Sets from which they were produced were supplied by Department of Agriculture.

Note their uniformity in size, smooth appearance, and shallow eyes.



POTATO CANCKER.

The portion below ground of the potato plant affected with canker.
The tuber in the centre shows a few "Cankorous growths" but still resembles a potato.
There are six tubers totally transformed by the action of the disease.
(Supplied by Mr. H. T. Gussow, Dominion Botanist, Ottawa.)

high priced, one wants to get the very best returns possible from his land and often has to rely upon fertilizer for considerable of his crops. Here again the instructor on Agriculture would be a real help in pointing out how best to improve old pasture land; how to use a limited quantity of manure in conjunction with certain fertilizers in a rotation of crops.

The "Demonstration Farm"—the "object lesson," is very much needed in this country in populous central places where good land exists, judging from the large quantity of correspondence received and by the personal interviews given parties seeking information.

The material for a first class Demonstration Farm is already right at hand in St. John's West. The land is there, the animals are there, but the barns and the buildings where the "object lessons in live stock could be discussed are wanting through lack of funds,"—such "object lessons," for example, as Professor Standish provided at the General Exhibition, and also such as Professor Landry gave when judging poultry.

This, then, is what I mean by Agricultural Education. If

such had been taught here twenty years before Governor Des Vaux sent off the referred-to dispatch, that dispatch never would have been written, and the scandal of sending so much money away for vegetables, hay, beef and pork, year after year, would long since have been a thing of the past.

In a former article in this Journal, I stated that a "giants opportunity was right here," and it is true, and the "giant" will lift the Agricultural Department completely out of that political vortex into which bulls and potatoes, and pigs, and seeds, and rams, for many years past, have become absorbed, and place it on a pedestal entirely its own. The "giant's opportunity" lies in his strength and courage to do this thing. Politicians, generally, I believe, would hail such a change with relief and the country would be very much the better off for it.

In the hands of the "Giant," the live stock and general farming industry will completely change the present agricultural aspect of the country, and the "object lesson" will be his magic wand.

Hon. J. P. Hand, M.E.C., M.B.E., Bermuda.

SUCH is the designation of a Newfoundlander, who is held in high esteem both in his native and adopted land. In a recent issue of the *Royal Gazette* of Hamilton, Bermuda, is the following:—

"The appointment of Mr. J. P. Hand, M.B.E., to be a member of the Executive Council, is officially gazetted in our issue of to-day.

"Mr. Hand was duly sworn in at a meeting of the Executive Council held in the Council Chamber yesterday morning, and when news of the honour that had been conferred upon him became generally known there were universal expressions of approval at his selection.

"Mr. Hand has not only satisfied His Excellency the Governor, by whom the appointment is made, but also the public as a whole of his loyalty, integrity and ability, and we extend to him our hearty congratulations on the receipt of an honour, which, by his indefatigability and genuine worth, he so richly deserves.

"At present there are only two unofficial members of the Executive Council, Hon. S. S. Spurling, O.B.E., and Hon. J. P. Hand, M.B.E.

"Col. A. Berger, R.A.S.C., Senior Military Combatant Officer, since the departure of Colonel H. B. DesVœux, C.M.G., R.E., is now a member of the Council and it is understood that when His Excellency goes on leave on August 2nd., Colonel Berger, will administer the Government."

The Hon. Mr. Hand is a native of St. John's, son of the late John Hand, grandson of the late Pierce Phelan, and principal of the large and progressive firm of J. P. Hand & Co., Bermuda, Trinidad, Jamaica and Newfoundland.

He is an expupil of the Christian Brothers' Schools, St. Patrick's Hall, and for some years worked at Messrs. Harvey & Coy's., where he was generally esteemed, but owing to ill health he emigrated to Bermuda about twenty years ago, where he took supervision of Harvey & Coy's. business. The prominence gained by him in social and commercial life is emphasized by his recent honours. He is also Chairman of the Chambers of Commerce of Bermuda.



HON. J. P. HAND, M.E.C., M.B.E.

Mr. Hand's generosity to his native land, especially to his Alma Mater—St. Patrick's Hall Schools—is well known. The Hon. John P. Hand has reflected credit on the land of his birth, and on the Schools that sent him forth, and his example should be an incentive to the brainy boys of to-day to go and do likewise.

THE QUARTERLY heartily congratulates Mr. Hand on his well deserved honours, and trust that they are but the forerunners of greater ones.

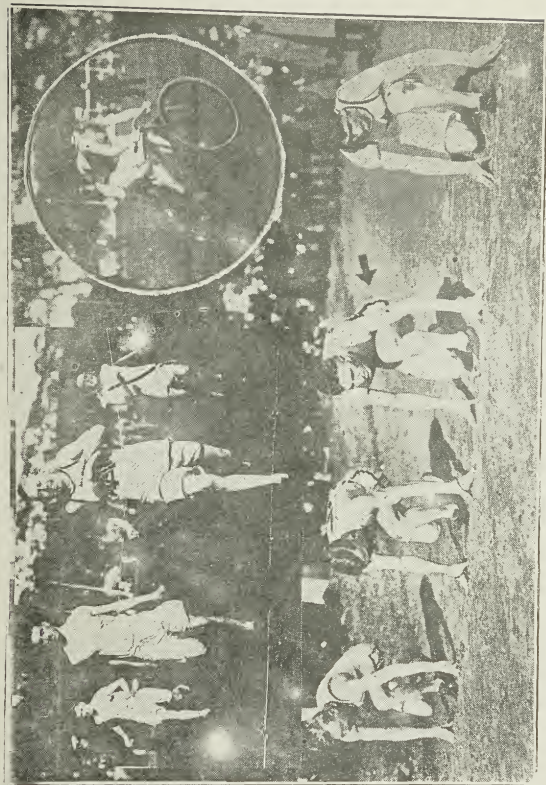


Bowring's Mercantile Crew in the "Cadet"—Winners 1921—Time: 10.23 2-5.

E. Skiffington, cox.; A. Wight, stroke;
J. Sacrey, R. Field, G. Normore, G. Adams, G. Martin.

[Photo by J. C. Parsons]

OUR NFLD. ATHLETES AT HALIFAX.



TOP—Fred, Phelan (Newfoundland) wins semi-finals, beating Allum of Truro.
 INSERT—Finish of Bicycle Race.

BELOW—Start of 100 Yards Finals (left to right) Phelan, (Newfoundland); Naylor, (Wanderers); Smith, (indicated by arrow) WINNER; and Tom Butler, (Newfoundland)
 Photograph through courtesy of Halifax Herald, and block from Evening Telegram.

The Late Hon. John Browning, M.L.C.

HON. JOHN BROWNING, Member of the Legislative Council and Principal of the firm of G. Browning & Son, passed away at his home, Vigornia, King's Bridge Road, Sept. 4, from an attack of heart failure with which he was taken on the previous morning.

The announcement of his passing, coming as it did unexpectedly was received throughout the city with surprise and regret, the predominant feeling common to all who knew him being that the community had lost a man whom at the present juncture it could ill afford to lose.

The late John Browning was a man of the strongest convictions, one who left the impress of his personality upon that, whatever it may be, which received his attention. A son of the late Gilbert Browning, who was the founder of the well known manufacturing firm of G. Browning & Son, Ltd., deceased was



THE LATE HON. JOHN BROWNING, M.L.C.

born in St. John's 65 years ago and on the death of his father succeeded him as head of the business. In commercial life Mr. Browning wielded exceptional power, whatever his aims, he was never daunted by obstacles be they great or small, that stood in the way of their attainment, but withal, he was sincerely fair and just in all his dealings. It could never be said of John Browning that he chose the line of least resistance, rather indeed did it often seem that with him, the keener the opposition, the greater was his enjoyment in struggle to overcome it. While he was indefatigable in the promotion of his private interests, he was equally untiring and no less wholeheartedly interested in any project or problem of a public nature that demanded his assistance in support or elucidation and it may truly be said that in this connection his most helpful tribute was that, his views were always expressed without fear, favor or affection. He cared not for popular favor nor did he ever seek to qualify an expression of his opinions for the sake of avoiding conflict with those who did not see eye to eye with him. His, however, was the frank and manly nature of the man who unconsciously rose above the influence of petty or insignificant considerations and wherever his pronouncement, terse and uncompromising as they often were, induced a feeling of pique in others, it was soon dispersed by a heartiness of manner and a manifest bigness of nature that were characteristic of him.

In 1920 the late John Browning was appointed member of the Legislative Council and although the deliberations of that chamber were assisted by his wide experience and exceptional ability for but two sessions, nevertheless, even in that short time he wrote himself down as a master in debate as he had previously proved himself without peer in the particular circle of financial and commercial life which was the fount of the abundance of practical knowledge that gave his opinions a weight beyond the average. There was nothing of the partisan about him but on the contrary, when he was convinced that was right, he supported it, and it was well known that to him the sophist and the dissembler were alike unworthy of attention.

In patriotic work, too, Mr. Browning was foremost in "doing his bit" but he was never in the fore front with those who sought the "applause of the multitude" or the recognition which may justly have been regarded as his due. Mr. Browning did a good deed for its own sake and not because of what it would mean to his material welfare.

He was a prominent member of the Anglican Church being identified with St. Thomas's Church.

In Manufacturing, Insurance and General Mercantile business he was always active, and at the time of his death was a Director on many boards, Acting President of the Gas Company, Vice-President of the Manufacturers' Association and President of the Foundry Company. For many years Mr. Browning was President of St. Andrew's Society. He leaves a widow, two sisters, the Misses Browning of Richmond, two brothers, Mr. J. B. Browning of London, England, and Mr. Lewis Browning of California. Mr. James Crawford, a nephew, has recently been associated with him in his business in this city. The late Donald Browning, K.C., was a brother.

Although he had not been enjoying his accustomed good health for some few years, it was not thought that the deceased was approaching the end, and the shock which his almost sudden passing meant to the community is only outweighed by the realization of how great will be his loss.

To the widow and other relatives, the *QUARTERLY* tenders sincere sympathy.

From Flowers of the Desert Pools.

By Bona Visia.

GENTLY o'er the desert sands,
Warm winds of the evening blow,
Bringing, from far away lands,

Diffused by the red sun's glow,
Perfumes superfine,
With attars myrrhine,
Of flowers in the desert pools!

"What tidings are you bringing,
Enveloped in such fair form,
Speeding this lovely evening

To me, by the night winds borne,
Perfumes superfine
With attars myrrhine
Of flowers in the desert pools?"

"The wild flowers send greetings,
From a lonely desert pond,
To all the pretty sweetings,
Of whom camel men are fond,
Perfumes superfine,
With attars myrrhine,
Of flowers in the desert pools!"

Those were the sweet words uttered,
Those were the kind thoughts expressed,
By the perfumes that fluttered,
When my warm cheeks were caressed,
Perfumes superfine,
With attars myrrhine,
Of flowers in the desert pools!

Newfoundland Club—London.

Speeches delivered at the Inaugural Luncheon given by The Hon. Sir Edgar R. Bowring, (President of Club), at the Hyde Park Hotel, London, June 27th, 1921.

The guests at the opening Luncheon of the Newfoundland Club were as follows:—

Allan, Sir James, K.C.M.G.
Allen, Lady
Amery, Col. L. S., M.P.
Arnaud, John de B.
Ashbolt, A. H.
Ashbolt, Mrs. A. H.
Alexander, Col. M., C.M.G.
Baber, Miss
Baber, Guest of
Ball, Mr.
Ball, Mrs.
Ballantine, James
Ballantine, Mrs. J.
Barclay, Robert L., C.B.E.
Beamer, H. M.
Beamer, Mrs. H. M.
Beatty, Charles
Beatty, Mrs. C.
Beith, Mrs. Alec
Bell, Rev. James
Bell, R. Murray
Bennett, Gordon S.
Bennett, Guest of
Berridge, Sir Thomas, K.B.E.
Birkenhead, Rt. Hon. Viscount
Birkenhead, Viscountess
Bishop, Hon. R. K.
Blankenberg, Sir Reginald, K.B.E.
Blankenberg, Lady
Boulton, Miss
Bowring, Hon. Sir Edgar R.
Bowring, F. C., J.P.
Bowring, Miss Hope
Boyd-Carpenter, Capt. J. T.
Boyd-Carpenter, Mrs. J. T.
Brenner, Arthur S.
Brenner, Guest of
Brown, Sir Geo. McLaren, K.B.E.
Brown, Lady
Browning, Mrs. A. C.B.E.
Bruce-Porter, Sir Bruce, K.B.E.
Burlough, C. C.
Burn, R. C. W.
Burn, Mrs. R. C. W.
Burnett, Robert E.
Burt, G. R.
Caird, Sir Andrew, K.B.E.
Campbell, Capt. James Hugh
Campbell, Mrs. J. H.
Chapman, Mrs. T.
Chester, Montague
Clark, H. M.
Cobbett, F. M.
Cobbett, Mrs. F. M.
Cole, Colonel
Connolly, The Hon. Sir
James D., K.C.M.G.
Connolly, Lady
Cossins, Harold
Cossins, Mrs. H.
Crook, Mrs.
Crowdy, Dr. F. H.
Dixon, Dr. G. E.
Dixon, Mrs. G. E.
Docker, Alfred
Docker, Mrs. A.
Donnelly, Col. J. B., D.S.O.
Duncan, T. C. L.
Duncan, Mrs. T. L.
Dunston, Professor Wyndham
Elwell, Mrs. V.
Emmott, Rt. Hon. Lord, G.C.M.G.
Evans-Jackson, J. E.
Evans-Jackson, Mrs. J. E.
Evans-Jackson, Major J. N., M.C.
Emmett, Mr.
Emmett, Mrs.
Fairfax-Scott, C. J.
Fairfax-Scott, Mrs. C. J.
Fiddes, Sir George, G.C.M.G.
Fielding, Gen. Sir Geoffrey, K.C.B.

Fisher, Mrs.
Flannery, Sir Fortescue
Flannery, Lady
Ferguson, Mrs.
Fulton, Robt.
Fulton, Mrs. R.
Gee, Capt. Robert, V.C., M.P.
Gee, Mrs. R.
Glass, Miss
Goode, Sir William, K.B.E.
Gordon, Capt. Victor
Gosse, Edmund, C.B.
Gosse, Mrs. E.
Gosse, Philip
Gosse, Mrs. P.
Gotto, Capt. Basil
Gotto, Mrs. B.
Grant, Miss E. M.
Greene, Dr. E. F. S.
Greene, Mrs. E. F. S.
Griffith, W. L.
Hadow, Major A. L., C.M.G.
Hadow, Mrs. A. L.
Harding, E. J., C.M.G.
Harmsworth, Cecil B., M.P.
Harris, Lady
Harris, Noel
Hazard, Lt.-Col. C. F. L.
Holmwood, Percy
Holmwood, Somers
Holmwood, Mrs. S.
Hoole, H. E.
Hoole, Mrs. H. F.
Howard, John
Hunter, Hon. J. McEwan
Hunter, Mrs. J. McEwan
Islington, Rt. Hon. Lord, G.C.M.G.
Ingalls, Gordon
Ingalls, Mrs. G.
Jackson, Basil
Jackson, Mrs. Basil
Jenson, C. M. P.
Job, Miss Mildred
Jones, S. Vincent
Jones, Mrs. S. V.
Jones, F. Stephen
Jackson, Mrs.
Karn, Capt. Cyril
Kitson, Hon. Thelma
Knight, Harold S.
Knox, Miss S.
Lambert, Sir Henry, K.C.M.G.
Lane, Miss Adelaide
LeMessurier, Capt. H. A.
LeMessurier, Mrs. H. A.
Lewis, Mrs.
Lewis, Miss
Linthorne, Sir Richard R., O.B.E.
Linthorne, Lady
Linton, Miss
Loder, Miss M. G.
Loeb, Henry S.
Loeb, Mrs. H. S.
Lucas, Hon. Sir Edward
MacDermott, Lt.-Com. A.,
O.B.E., R.N.
MacDonald, Major John A.
Macgregor, Miss
Mackenzie, Col. R. H., D.S.O.
Mackenzie, Mrs. R. H.
Mahoney, W. J.
McBride, Hon. Sir Peter
McBride, Lady
McCowan, Com. Randal, D.S.O.
McCowan, Mrs.
McGuinness, William
McKenzie, F. A.
McLeod, E. C.
McLeod, Mrs. E. C.
Meier, Sir William
Mills, Lt.-Com. J. G.

Millaus, Mrs. J. G.
Morden, Col. W. Grant, M.P.
Monekton, Walter T.
Monier-Williams, M. F.
Moore, Hon. Sir Newton,
K.C.M.G., M.P.
Moore, Lady
Moore, J. J.
Morris, Rt. Hon. Lord, K.C.M.G.
Morris, The Lady
Morris, Edward R., C.B.E.
Morris, Mrs. E. R.
Morris, Miss
Morris, Sir Daniel, K.C.M.G.
Morris, F. E.
Morris, Guest of
Munn, Mrs. J. S.
Murrell, C.
Murrell, Mrs. C.
Murray, C. Freeman
Murray, Mrs. C. F.
Nangle, Lt.-Col. T.
Newman, R. L.
Newman, Mrs. R. L.
Nicholson, Lt.-Col. R. H.
Nightingale, Miss
Nightingale, Miss
Norrie-Miller, F. J.P.
Norrie-Miller, Guest of
Obed-Smith, Col. J.
Obed-Smith, Mrs. J.
Organ, Reginald J.
Pardoe, Stephen
Parker, Edmund S.
Parkinson, Major R. H.
Pearse, Hender T.
Pearse, Mrs. H. T.
Perley, Hon. Sir Geo. H., K.C.M.G.
Philips, William
Pitts, Stuart
Pitts, Mrs. S.
Powys-Keck, Capt. H.
Powys-Keck, Mrs. H.
Preston, Sir Walter R., M.P.
Read, Edgar
Redmayne, Sir Richard
Redmayne, Lady
Roberts, Mrs. E. C.
Roberts, Miss A.
Robertson, Henry W.
Robertson, Guest of

Rofe, W. A.
Ryan, H.
Ryan, Mrs. J.
Scott, Major Henderson
Scott, Mrs. H.
Shepherd, M. L.
Shepherd, Mrs. M. L.
Skimming, E. H. B.
Skinner, Thomas
Skinner, Mrs. T.
Smith, Harry
Spencer, Douglas
Spencer, Guest of
Spon, Dr. H. J.
Spon, Guest of
Stephenson, Sir Edward
Stephenson, Lady
Stevens, Mrs. L. T.
Taverner, Hon. Sir John W.,
K.C.M.G.
Taverner, Guest of
Thomson, Henry B.
Taylor, Robin
Timewell, Lt.-Col. H. A., O.B.E.
Trippe, Chas. F.
Trippe, Mrs. C. F.
Tucker, A. B.

Varley, Fleetwood
Wade, F. C., K.C.
Wade, Mrs. F. C.
Walker, Major H., M.C.
Walton, Hon. Sir Edgar, K.C.M.G.
Walton, Lady
Ware, Gen. Sir Fabian, K.B.E.
Ware, Lady
Whelan, H. A.
Whelan, Guest of
Whitaker, Lt.-Col. C. W.
Whitaker, Mrs. C. W.
White, T. G.
Whitley, T. R.
Williams, Howard
Wilson, Mrs. G.
Wilson, Lt.-Col. Beccles
Wilson, Sir Harry, K.C.M.G.
Wilson, Lady
Wimble, Sir John B., K.B.E.
Wimble, Lady
Wolley, Mrs. Hugh
Wright, E. J.

The proceedings opened with grace by the Rev. James Bell.

After Luncheon, on the call of the Chairman, the Loyal Toasts were enthusiastically honoured.

THE CHAIRMAN: It affords me the greatest pleasure to have so many Newfoundland members here to-day at what is really the first Meeting of the Newfoundland Club. I wish to tender to everyone a sincere and cordial welcome. We are fortunate and very favoured to-day in having with us, amongst other distinguished guests, Lord Birkenhead, the Lord High Chancellor, who has very kindly consented to propose the toast of "The Newfoundland Club." I will now with his permission ask him if he will propose that toast.

LORD BIRKENHEAD: Mr. Chairman, ladies and gentlemen, the pressure under which many of us have to work must be the excuse for somewhat accelerating the very short oratorical business of the day. In proposing this toast, I shall be able to couple with it the name of your Chairman, because I know as everyone knows, the great obligation under which the Colony of Newfoundland has been for his service in this country. I think, ladies and gentlemen, this is a very remarkable gathering because, after all, the Colony of Newfoundland is a very small one, and this luncheon party is a very large one, so that it is very creditable to the enterprise of the citizens of Newfoundland here in this country that there are so many present to meet together to celebrate the Newfound-

land Club which is so totally bound up with the history of the Colony. You need no reminders from me of the many circumstances which lend interest to the long story of what one must never forget is, after all, the oldest of our Colonies. I speak in the most guarded way in the presence of my old friend, Sir George Perley, who represents the great Dominion of Canada, which has long been throwing covetous eyes over the Colony of Newfoundland, especially when he comes to this lunch and sees how powerful and numerous are the supporters of Newfoundland, and I may remind him and some others of the observation which I myself made long ago, that whilst the men and the women who were born in Newfoundland are perfectly willing and indeed in the habit of abusing it, they never allow anybody else to do so. It is all to the good that you should have formed a Club in London where you can meet together and discuss matters about that Colony of Newfoundland which has played so great a part in the lives of so many of you. I am here to-day in view of the

landers and those closely associated with the ancient Colony. We had hoped to have the Prime Minister, Sir Richard Squires, with us at the inaugural luncheon of our Club, but he has been unavoidably prevented from coming over to take his seat at the Imperial Conference.

Another distinguished upholder of Newfoundland is Lord Northcliffe, who writes to us as follows:—

"My wife and I are extremely sorry that we cannot be present at the first luncheon of the Newfoundland Club on June 27th. On that day we are entertaining a number of Rotarians from the United States and Canada.

"I think I asked to be made a member of the Newfoundland Club. If I did not do so, I should be greatly obliged if you would inform me to nominate and second me."

Lord Northcliffe is the pioneer of a great and valuable industry on the Island and we owe very much to his enterprise.

Mr. Henry Riseley, the veteran Chairman of the Bristol and Overseas Guild, is not able to be present, but sends his regrets in the following words:—

"I am more than disappointed as I want, with your help, to associate myself closely with the fortunes of Newfoundland in promoting the development of trade and of intimate relations, commercial and social, with the City of Bristol and all that that means."

The objects for which the Newfoundland Club has been formed are to provide a gathering-ground for Newfoundlanders when they come to England, and to create a national spirit in all those who have the interests of the Colony at heart. The exchange of views upon all matters relating to the Island, by those intimately concerned in its affairs, cannot but be helpful in shaping our destiny. We want the influence of all our friends and supporters to be thrown on the side of Newfoundland in the Island's pursuit of further progress, and in the efforts we are making to develop our natural resources. Owing to our sparse population and relatively small area (although with Labrador our Jurisdiction covers an area of 163,000 square miles.) the attractions of our Colony are likely to become obscured by the larger glories of our more opulent neighbors, and it is with a view to keeping the name of the old Colony and its aspirations constantly before the world that this association has been formed.

We want to show some hospitality, as far as that is possible to Newfoundlanders, when they visit England, and this will be one of the duties of members of the Club. We have upwards of one hundred members to start with and everyone present is invited to join. We are considering asking the ladies to become members, for the influence exercised by them is often greater than that of the men.

The charge for membership in the Club will be two guineas for resident members of the United Kingdom and one guinea for Overseas and Foreign members.

Among our guests we are privileged to welcome some of the members of the Newfoundland War Contingent Association, an organisation formed in London at the beginning of the war to look after the interests of our soldiers and sailors. The work done so thoroughly and so disinterestedly by the members of the Association will never be forgotten by Newfoundlanders. Among those prominently identified with the work of the War Contingent Association were Sir Arthur Steel-Maitland, Bart., Mr. E. R. Morris, who is with us to-day, and Miss Knox, the energetic Secretary.

The Newfoundland Contingent was small to begin with, but two battalions were eventually raised and equipped, and to-day I venture to say that the name of the Royal Newfoundland Regiment is as well and as favourably remembered as that of any unit that took part in the great war. Our sailors too, of the Royal Newfoundland Naval Reserve, won for themselves imperishable fame in all branches of the Senior service.

The establishment of an Association such as this is bound, we think, to benefit Newfoundland in a variety of ways. Some of our people know nothing of the "Old Country," as it is affectionately called; our young men and women go in increasing numbers to the United States for their education and business training, and consequently they shape their ideals on other than British lines.



HON. SIR EDGAR R. BOWRING, K.T.,
HIGH COMMISSIONER FOR NEWFOUNDLAND.

circumstances of some twenty-five years ago, when I produced a volume on the subject of Newfoundland. I propose this toast gladly, and I know you will not put it down as rudeness on my part if I am compelled to leave the moment this toast is accepted, as I have to open in a few moments time the International Meeting of the Chambers of Commerce of the World, and therefore I know all the guests here will kindly allow me to leave. Without further words, ladies and gentlemen, I ask you to raise your glasses to the Toast of the Newfoundland Club, coupled with the name of the High Commissioner, Sir Edgar R. Bowring.

The Toast was enthusiastically honoured.

SIR EDGAR BOWRING: I am sure we have all listened with great interest to the remarks made by the Lord Chancellor. His Lordship identified himself with Newfoundland many years ago when he wrote the "Story of Newfoundland," a valuable contribution to the Colony's literature. Although Viscount Birkenhead has not visited the Island, he has acquired a great deal of knowledge about its affairs and has presented a masterly work on the conditions that exist there, and on the various problems that have been met with since the Island's discovery over four hundred years ago. We extend a very cordial welcome to all those who have joined the Club and to the friends of Newfoundland who have assembled here to-day; I think, in fact, that it is my privilege to preside over the first real representative gathering, in London, of native Newfound-

We want through the agency of this Association to foster the feeling of loyalty and to make more real, if that is possible, the affection that is deep-rooted in the breast of every Newfoundland for the Mother Country. Similarly we hope to stimulate to more vigorous action the interest that is everywhere felt in the Old Country towards the first born of the Imperial family.

It is not our intention at the present time to acquire premises for the Club; its headquarters will be at 58, Victoria Street, London, S.W. 1, which for a number of years has been the centre of Newfoundland's activities in London.

Another of our objects is to stimulate interest in the resources of Newfoundland and to make the country better known as a land for the sportsman and the tourist.

One of our guests here to-day, Mr. J. G. Millais, has testified to the attractiveness of Newfoundland as a country for the sportsman. In that gentlemen's comprehensive work on sport in the Colony, I find the following:—

"In reality, Newfoundland is a most attractive place, with its thousands of lakes and pools; picturesque streams teeming with salmon and trout; great open moors and marshes, dotted with the ever restless herds of Caribou. A wild sea-coast imhabited by thousands of sea birds; dense forests of varied and beautiful trees, all contribute to make the Island one of the most delightful of all wild countries, to the sportsman and the lover of nature."

Major Hesketh Prichard, the well-known novelist, writes:—

"In a fairly wide experience I have never enjoyed any sport and life so greatly as I have during my three autumns spent among the woods and barrens of Britain's oldest Colony."

Our close proximity to the United Kingdom should of itself draw visitors to our shores, more especially when we are assured that there is such fine sport to be had. Our hope is that Newfoundland may one day become a holiday place for visitors from the Old Country. With Improved communications the journey across the ocean should easily be accomplished in less than a week. I hope I am not unduly optimistic when I say that we look forward, in the not distant future, to the time when it will be possible to go to Newfoundland from this country by a regular aerial service for week-end trips.

We hope that the Newfoundland Club will fulfil an Imperial function in bringing into closer touch the individual citizens of the Old Country with those of Newfoundland. We hope to make the literature that has been prepared about the Island and its affairs more widely known among the people. There is, for instance, Lord Birkenhead's story of Newfoundland and the interesting work of Lieutenant-Colonel Beccles Wilson, as well as the numerous writings of the late Reverend Moses Harvey, Judge Prowse, and Sir Patrick McGrath, and those of that never-failing store-house of information about the Colony and its affairs, Lord Morris.

In conclusion, may I hope that every one present here today, who is eligible for membership, will apply to be enrolled in the Newfoundland Club and thus help along an Institution designed for the advancement of the interests of the ancient Colony.

The RT. HON. LORD MORRIS: Mr. Chairman, ladies and gentlemen, I do not want to detain you except for a few minutes while I am proposing the health of our Chairman the High Commissioner for Newfoundland, Sir Edgar Bowring. Sir Edgar will be leaving here to-morrow for a visit to Newfoundland, and I am quite satisfied that all Newfoundlanders, both here and in other parts of the world, as well as all his large circle of friends, we wish him a safe and pleasant passage to the old country and a very speedy return here. It is unusual, particularly at this period of our history, for members of the British Empire to be assembled at any social gathering such as this, without making some passing observation in relation to the great British Empire, its wonderful possibilities, its future, the importance of its unity, and the effects of these aspects of the question on every one of us, particularly at a time like this when here in the heart of the Empire we have a Conference sitting of representatives of these great Dominions dealing with these various interests. I think you will all agree with me that in the production of the very fine patriotic feeling and sentiment that exists in our Empire, that that was very largely brought about by the splendid work during

the last forty or fifty years of our High Commissioners here, as well as the Agents-General of the various parts of the Empire. The Empire after all, is not bound together by bands of steel, but really by affection for each other and the great interest we always keep up and maintain for our kinsmen beyond the seas, and when the war came upon us a few years ago, it was not necessary for the British Government or for any body to invite the Dominions or the other Dependencies to come over here and take part in the war; they felt and they knew it was a privilege of theirs which they gladly responded to. I do not know any other cause that has done more to produce that good feeling than the establishment here for many years of the High Commissioners and also the Agents-General. They do their good work in a thousand ways. They look after the emigration, they send out thousands and thousands of people from these Islands all over the Empire, and they send them out under pleasing conditions, that make them go away feeling when they get on the other side of the water that they should still keep a friendly connection with this country. Newfoundland was the last to adopt the role of High Commissioner, we were really the Benjamin of the principle. We were particularly fortunate in having a man like Sir Edgar Bowring who was well equipped for the office. I have known him all his life, since we were boys together in Newfoundland, and I can say this, that I know of no man who has taken a greater interest in Newfoundland than he has, not alone in relation to the particular work he is now engaged in as High Commissioner, but in every respect. He is a member of one of the largest and most respected firms in Newfoundland, Bowring Brothers, with branches all over the world, in New York, London, and Liverpool, as well as in Newfoundland. They have always maintained a high trading standard, and he has been the head of the branch in Newfoundland, while for twenty-five or thirty years he has been a member of the Legislative Council and is a member to-day. I remember not many years ago when Prime Minister of Newfoundland, a Dominions Royal Commission was being appointed, and the nomination of Newfoundland's representative fell to me, I went to Sir Edgar Bowring and asked him to serve, and he said he would but only on two conditions. The first condition was that he wanted no pay, and secondly he wanted the privilege of paying his own expenses. He is doing the same to-day in relation to his position as High Commissioner, and I hope that nothing will happen to cause him to vacate that office. I know it is a very severe strain for a man engaged in business all over the world, but still I know he takes the greatest interest in the work, he likes the life and all that he is doing for his country, and he has learned the lesson which many have not learned, the pleasure of being your own executor. He wants to do something for the country and for the people and he is prepared to sacrifice some of his personal interests to that end. I am glad to be able to contribute some reference to the work he has done. I like, and I believe, in saying nice things about such people while they are alive, and not wait for their obituary notice. I now have great pleasure in proposing the health of our Chairman, Sir Edgar Bowring, and also Newfoundland's High Commissioner.

The toast was cordially honoured.

THE CHAIRMAN: Lord Morris has been kind enough to overwhelm me with his remarks and I am sure I do not deserve one half of what he has said. If it has been my good fortune to be of use to my native countrymen, then the pleasure has been mine as much as theirs. I am sure my time here in London as High Commissioner has been very pleasantly spent. The authorities here have accorded me practically the same privileges as they have accorded the Commissioners of the other larger Dominions. I am grateful to all those I have met in London and I thank you, Lord Morris, for the way you have proposed this toast, and you, ladies and gentlemen, for the way you have received the toast of my health.

The proceedings then terminated.

Application for membership to the Club, should be addressed to the Honorary Secretary, 58 Victoria Street, Westminster, London, S.W. 1.



Published by Authority.

An Act respecting a Tax on Goods Sold in Newfoundland.

Passed August 12, 1921.

BE IT ENACTED by the Governor, the Legislative Council and House of Assembly, in Legislative Session convened, as follows:—

1. (1) There shall be assessed, levied and paid upon all goods imported into this Colony, including non-dutiable goods, a tax of five per centum of the value thereof, which shall include the invoice cost of the goods and the freight and customs duty, if any, payable thereon; provided that the tax on flour shall be three per centum.

(2) This section shall not apply to the articles enumerated in Schedule A hereto.

2. (1) The said tax shall be payable to His Majesty's Customs, and shall be collected in the same manner as Customs duties are now paid and collected; and the provisions of the Customs and Revenue Acts shall, subject to this Act, apply in the case of goods taxable under this Act as if made a part thereof.

(2) The Minister of Finance and Customs may prescribe such forms of bills of entry, warrants, declarations and other documents as he may deem fit for the purpose of the admission of goods taxed hereunder and the collection of the tax thereon.

3. (1) There shall be assessed, levied and paid upon all goods manufactured in this colony and sold therein the following taxes;

(a) In the case of goods upon which any excise tax is payable a tax of two and one half per centum of the price at which such goods are sold. The said tax shall not be included in such sale price in computing the said tax.

(b) In the case of all other goods, a tax of three per centum of the price at which such goods are sold. The said tax shall not be included in such sale price in computing the said tax.

(2) This section shall not apply to the articles enumerated in Schedule B. hereto.

4. The taxes mentioned in the next preceding section shall be paid by the Manufacturer of the goods:—

(a) In the case of goods on which excise duty is payable, to the Minister of Finance and Customs in the same manner in which such excise duty is paid; and the provisions of the Customs and Revenue Acts relating to the payment and collection of such excise duty shall, subject to this Act, apply to the payment and collection of the said tax; and the Minister may prescribe such forms as he may deem fit to be used in connection with the collection of the said tax; and

(b) in the case of all other good, to the Minister of Finance and Customs through the office of the tax Assessor.

5. (1) Every person (which term shall include any individual firm, body, Corporation or Association and the legal representatives of such person) manufacturing goods liable to taxation under section three hereof, on which no excise duty is payable, shall on or before the first day of every calendar month without demand furnish to the tax Assessor at St. John's a statement verified by affidavit of the sales made by him of such goods during the month preceding the date of such statement, setting forth the number, amount and value of such sales with all necessary details.

(2) The statement and affidavit in the case of a Corporation, Association or other body shall be made and signed by the president, secretary, treasurer or chief agent, having a personal knowledge of the affairs of such corporation, association or other body or in any case, by such other person or persons employed in the business thereof as the Tax Assessor may require.

(3) If the Tax Assessor, in order to enable him to make an assessment under this section, desires further information, or if he suspects that any person who has not made a statement is liable to taxation hereunder, he may, by registered letter, require additional information, or a statement containing such information as he deems necessary, to be furnished him within fourteen days.

(4) The Tax Assessor may require the production, or the production on oath, by any person liable to taxation hereunder or by his Agent or Officer, of any letters, books, invoices, statements and other documents.

6. (1) For every default in complying with the provisions of the next preceding section, the taxpayer and also any other person or persons required to make a statement shall be liable, on summary conviction, to a penalty not exceeding one hundred dollars for each day during which the default continues.

(2) Any person making a false allegation in any statement or in any information required by the Minister of Finance and Customs or the Tax Assessor shall be liable, upon summary conviction, to a penalty not exceeding ten thousand dollars, or to six months imprisonment, or to both fine and imprisonment.

7. (1) The Tax Assessor shall determine the amount payable by a taxpayer under section three hereof, and shall thereupon send, by registered mail, a notice of assessment in such form as he may prescribe to such taxpayer, notifying him of the amount payable by him for the tax. The tax shall be paid within one month from the date of mailing of the notice of assessment. The mailing of the notice of assessment shall be presumptive evidence that such has been given. If the tax is not paid when due, a penalty of five per centum of the tax shall be added and a further one per centum each month until the tax is paid.

(2) The Tax Assessor shall not be bound by any statement or information supplied by or on behalf of a taxpayer, and notwithstanding such statement or information, or if no statement has been made, the Tax Assessor may determine the amount of the tax to be paid by any person.

8. When materials that may be used in the manufacture of goods have been imported into this Colony and the Sales Tax paid thereon, a rebate of the said Sales Tax may be paid to any manufacturer purchasing the said materials. Such rebate shall be paid to the manufacturer upon the production to the Tax Assessor of satisfactory affidavits setting forth the amount of Sales Tax paid, and such rebates shall be paid at the time the manufacturer pays the Sales Tax on his manufactures as set forth in sub-section (b) of section 3 of this Act.

9. The Assessment of any tax hereunder by the Minister of Finance and Customs or the Tax Assessor as the case may be, shall be final and conclusive.

10. All taxes and penalties assessed and imposed under the provisions of this Act shall be recoverable as a debt due to His Majesty from the person upon whom it is assessed or imposed and may be sued for and recovered in the name of His Majesty.

11. The Minister of Finance and Customs shall have the administration of this Act and the control and management of the collection of the taxation levied hereby, and of all matters incident thereto, and of the Officers and persons employed in that service. The Minister may make any regulations deemed necessary for carrying this Act into effect.

12. Where a tax is payable under Section three hereof, an invoice of the goods shall be delivered by the manufacturer to the wholesaler and by the wholesaler to the retailer, or by the manufacturer to the retailer where there is not a wholesaler, and the tax shall be stated separately upon all such invoices, under a penalty, which may be summarily recovered, not exceeding one hundred dollars. If a manufacturer has a retail distribu-

tling section he shall deliver such invoice when transferring the goods to such retail section.

13. This Act shall come into effect on Monday, the 13th day of June, 1921.

14. This Act may be cited as the Sales Tax Act, 1921.

SCHEDULE A.

Goods exempted by Act of the Legislature, other than the Revenue Act, from taxes, duties or other charges.

Materials when imported by manufacturers for use in manufactures within the Colony.

Goods imported for transshipment or export out of the Colony.

All materials for use solely for repairs, upkeep and operation of mills, transportation plant, and accessories, for the manufacture and conveyance of paper and pulp.

Currants and Sultana raisins, the products of the Kingdom of Greece.

All articles named in Items Nos. 161, 163, 164, 165, 166, 167, 184, 187, 210, and 211 of Schedule B. of the Revenue Act 1905, and the amendments thereof, clothing and medicine, when they are donations for charitable purposes, and books, scientific instruments and apparatus, when imported for use in Colleges, schools and scientific or library societies; and specimens illustrative of Natural History.

SCHEDULE B.

Goods exempted by Act of the Legislature from taxation.

Fishery and agricultural products of all kinds.

Goods sold for export out of the Colony.

Goods manufactured from raw material the whole, or substantially the whole, of which is produced wholly in the Colony.

An Act further to Amend the Revenue Act, 1905.

Passed August 12th, 1921.

BE it enacted by the Governor, the Legislative Council and House of Assembly, in Legislative Session convened, as follows:—

1. (1) In addition to the duties, including excise duties, imposed by the Revenue Act, 1905, and by the Acts in amendment thereof, and by the Resolutions tabled on Thursday, the 19th day of May, 1921, and by this Act, and in addition to the Surtax imposed by the Revenue Amendment Act, 1914 (4 Geo. V. Cap. XXV.), there shall be paid a special War Surtax of twenty-five per cent. upon the total amount payable in respect of all such duties, except only in the case of duties imposed upon coal and upon spirits the subject matter of Item 133 of Schedule A to the Revenue Act, 1905, and of the excise duties imposed upon Butterine manufactured in the Colony, upon which last mentioned duties the said special War Surtax of twenty-five per cent. shall not be levied or collected.

(2) In addition to the duties, including excise duties, imposed by the Revenue Act, 1905, and Acts in amendment thereof, upon Spirits the subject matter of Item 133 of Schedule A to the Revenue Act, 1905, and Acts in amendment thereof, there shall be paid a special War Surtax of fifty per cent. upon the total amount payable in respect of all such duties.

(3) Whenever it appears to the satisfaction of the Governor in Council that the operation of the said Surtax is producing a revenue in excess of the requirements of the public service, it shall be lawful for the Governor-in-Council, by Proclamation in the *Royal Gazette*, to reduce the rate of the said surtax to such an extent as will in the opinion of the Governor-in-Council suffice to provide for the said requirements, and from the date fixed by such Proclamation the said reduced rate, and no other shall apply.

2. Schedule E. of the Revenue Act, 1905 is amended by substituting for the items:

"Fish, viz: Cod, Haddock, Hake, Ling, Pollack, and Halibut, dried or otherwise preserved, per quintal, 20 cents."

"Fish, viz: Cod, Haddock, Hake, Ling, Halibut and Turbot. Fresh or exported from salt bulk, without spreading or airing. N.E.S. per cwt., 10 cents."

The items following:

"Fish, viz: Cod, Haddock, Hake, Ling, Pollack and Halibut, dried or otherwise preserved, N.E.S. when exported in sailing vessels of non-British registry,—per qtl. 40 cents.

When exported in ships or vessels other than sailing vessels of non-British registry, per qtl. 20 cents.

Fish, viz: Cod, Haddock, Hake, Ling, Pollack, Halibut, and Turbot, fresh or exported from "Salt Bulk" without spreading or airing, N.E.S., per cwt.—15 cents."

3. Item 90 of Schedule A of the Revenue Act, 1905 as amended by subsequent Acts, is further amended by striking out the words in Item 90, viz:—

"Leather known as 'sole leather' ad val.—30 p.c." and substituting therefor

"Leather known as 'sole leather' when imported in the side—ad. val. 20 p.c."

"Sole leather, in strips or pieces and shaped, when imported by manufacturers of boots and shoes for use in their factories to be used in the manufacture of Ladies' fine boots and shoes, ad. val. 20 p.c."

4. (1) Sub-section (d) of Section one of Chapter 56 of the Act 11, George V., entitled "An Act further to Amend the Revenue Act, 1905," is repealed, and Item 113 of the Revenue Act, as amended shall read "Kerosene Oil, per gallon—five cents."

(2) Section two of the said Act is hereby amended by striking out therefrom the words following: "Kerosene Oil, when imported in packages made of wood."

5. (1) Item 138 of Schedule "A" of the Revenue Act, 1905, as amended by subsequent Acts, is hereby stricken out, and the following substituted therefor:

"Sugars, Loaf, Cut Loaf, Cube, Castor and Icing or Fine ground—per lb. 5½ cents.

All other kinds of Sugar, granulated or otherwise, white brown or yellow, per lb.—4 cents."

(2) The specific additional duty of two and a half cents per lb. imposed on sugar as provided for in this section and the surtax thereon shall be placed to a separate account in the Bank of Montreal, to be held there for the purpose of liquidating the debit balance of the Food Control Board.

3. Upon the certificate of the Auditor General that the amount of the deposits to the credit of the said account of the Food Control Board, has entirely liquidated the debit balance of the said Board, the Governor-in-Council may, on the recommendation of the Minister of Finance and Customs, by proclamation published in the *Royal Gazette*, reduce the duty on sugar, the said Item 138 to then read as follows:—

"Sugars, loaf, cut loaf, cube, castor and icing or fine ground—per lb. 3 cents.

All other kinds of sugar, granulated or otherwise, white, brown or yellow—per lb. 1½ cents."

6. (1) In the case of articles exported to Newfoundland of a class or kind made in Newfoundland, if the export or actual selling price to an importer in Newfoundland be less than the fair market value of the same article when sold for home consumption in the usual and ordinary course in the country whence exported to Newfoundland at the time of its exportation to Newfoundland, there shall in addition to the duties otherwise established, be levied, collected and paid on such article on its importation into Newfoundland, a special duty (or dumping duty) equal to the difference between the said selling price of the article for export and the said fair market value thereof for home consumption.

Provided that the said special duty shall not exceed twenty-five per cent. ad. valorem in any case:

Provided further that the excise duties shall be disregarded in estimating the market value of goods for the purpose of special duty.

(2) The expression "export price" or "selling price" in this section shall be held to mean and include the price for the goods, exclusive of all charges thereon after their shipment from the place whence exported directly to Newfoundland.

(3) If at any time it appears to the satisfaction of the Governor-in-Council, on a report from the Minister of Finance and Customs, that the payment of the special duty by this section provided for is being evaded by the shipment of goods on consignment without sale prior to such shipment, the Governor-in-Council, may in any case or class of cases authorize such action as he deems necessary to collect on such goods or any of them the same special duty as if the goods had been sold to an importer in Newfoundland prior to their shipment to Newfoundland.

(4) If the full amount of any special duty of Customs is not paid on goods imported, the Customs entry thereof shall be amended and the deficiency paid upon the demand of the Collector of Customs.

(5) The Minister of Finance and Customs may make such regulations as are deemed necessary for carrying out provisions of this section and for the enforcement thereof.

(6) Such regulations may provide for the temporary exemption from special duty on any article or class of articles, when it is established to the satisfaction of the Minister of Finance and Customs that such articles are not made or sold in Newfoundland in substantial quantities, and offered for sale to all purchasers on equal terms.

(7) Such regulations may also provide for the exemption from special duty of any article when the difference between the fair market value and the selling price thereof to the importer as aforesaid amounts only to a small percentage of its fair market value.

7. There shall be paid to His Majesty, by every bank and banking corporation doing business in Newfoundland, except the Newfoundland Government Savings Bank, an annual tax of one half of one per cent. to be computed on all moneys on deposit on December 31st of each year.

8. This Act shall come into effect at 9 a.m. on Thursday, the 26th day of May, 1921, except in so far as the special War Surtax affects sugar, which said surtax on sugar shall come into effect at 9 a.m. on Friday, the 27th day of May, 1921.

9. Every Company accepting premiums of Insurance against fire upon property with the Colony shall pay to His Majesty a tax of five per centum per annum, to be computed on the amount actually received by the said Company, for such premiums as aforesaid during the calendar years ending on the thirty-first day of December in each year.

10. Item 167 of Schedule B. of the Revenue Act, 1905, and the Acts in amendment thereof shall be stricken out, and the following substituted therefor:—

Articles imported by any religious body to be used only in the ritual of their worship in Churches, Chapels, or places used solely for such worship; and bells, musical instruments, stained or other glass for windows, statuary, paintings, carpets, Chandeliers, lamps, clocks, furnaces and other heating apparatus when imported solely for use in Churches, Chapels, or places used alone for worship, and building material when imported solely for the construction of such places. Clothing, fittings and building material when imported by religious denominations for the special use of their Orphanages, and building material and equipment, N.E.S. when imported for schools and colleges, and for the Maternity Home under the direction respectively of the school authorities and Salvation Army Officials.

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All orders addressed to the undersigned will receive prompt attention.

ALEX. A. PARSONS, Superintendent.

Newfoundland Penitentiary, September, 1921.

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DON'T HESITATE TO SEND ONE ON TRIAL.
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Calls at the following places:—Cape Broyle, Ferryland, Fermeuse, Renew's, Trepassey, St. Mary's, Salmonier, Placentia, Marystown, Burin, St. Lawrence, Lamaline, Fortune, Grand Bank, Belleoram, St. Jacques, Harbor Breton, Pass Island, Hermitage, Gaultois, Pushthrough, Francois, Cape LaHune, Ramea, Burgeo, Rose Blanche, Channel, Bay of Islands, Codroy, Aquathuna, Bonne Bay.

S.S. "PROSPERO," NORTHERN ROUTE,

Call at the following places:—Bay-de-Verde, Old Perlican, Trinity, Catalina, Bonavista, Salvage, King's Cove, Greenspond, Pool's Island, Wesleyville, Seldom-Come-By, Fogo, Change Islands, Herring Neck, Twillingate, Moreton's Harbor, Exploits, Fortune Harbor, Leading Tickles, Pilley's Island, Little Bay Island, Little Bay, Nipper's Harbor, Tilt Cove, LaScie, Pacquet, Baie Verte, Coachman's Cove, Seal Cove, Bear Cove, West Port, Jackson's Arm, Englee Conche, St. Julien, St. Anthony, Griguet, Quirpon.

W. H. CAVE, Minister of Shipping.

When writing to Advertisers kindly mention "The Newfoundland Quarterly."

A Marvel of Modern Industry.

Cold Storage Plant of Newfoundland Atlantic Fisheries, Ltd.—Millions of Pounds of Fish Prepared for Export.



VISIT to the Cold Storage Plant of the Newfoundland Atlantic Fisheries Company is, in itself, a liberal education in the modern methods employed in the preservation and preparation of fish for export. The general public has, as a rule, no taste for technicalities and beyond a simple explanation of the modus operandi of the Cold Storage Plant, it is not the purpose of this article to deal in them. But to a country, whose chiefest product is that of the sea, a description of the industry, which is going to be one of the greatest boons to the colony, cannot fail to attract the interest of even the casual reader.

The Manager Mr. McIntosh, is a native of Scotland and came out here from Aberdeen during the first week of January, of the present year. He is a man who has had an enormous amount of practical experience in the handling of fish and is the general manager of not only the plant here, but of the Newfoundland Atlantic Fisheries Company, Limited. This company was formed some years ago and consists chiefly of English capital although there is a considerable amount of local interest in it, and local capitalists are represented on its directorate. The object of the company was the exportation of fresh frozen fish, but its activities have been enlarged, and smoked fish of various kinds are now also exported. As time goes on the activities of the Company will be greatly increased in various directions.

THE FREEZING PLANT.

The building is large and square, and is constructed of concrete. From the outside it has a most forbidding appearance as, beyond the few in the offices, it contains no windows.

The engine-room is contained in the first floor of the building. In this room there are two immense engines of 200 horse power each. The power is given them from a dynamo of quite a large size. One of these engines only is used, as the other is kept as a substitute in case of accident. This is a very necessary precaution. At one end of the engine room are three very large cylinders which contain a highly volatile liquid which is forced through pipes in the freezing rooms by means of air. The liquid is highly compressed.

The freezing rooms in which the fish is kept until ready for either smoking or export, are numerous and are scattered about the various floors of the building. They are quite large rooms and are fitted with pipes which run through in such a way as to form shelves on which fish may be laid. An icy chill shoots through one on first entering, whilst one notices that the floor and ceiling are covered with snow and ice. Nor is this to be wondered at when it is realized, that the temperature is between ten to twelve degrees below zero. Not below freezing point, notice, but actually below zero. Fish when placed in these chambers, which are known as "sharp freezers," are frozen solid within a couple of hours.

Within these "freezers" are to be found piles of fish of all descriptions whilst there are also a large number of boxes of frozen and smoked fish ready for export.

SPECIES OF FISH EXPORTED.

Fish of many kinds are to be found in the Cold Storage Plant. Millions of pounds of cod, salmon, caplin, halibut and herring have passed through the plant, whilst large quantities of fish not so much in use here, such as soles or flat fish, and turbot are also to be seen in the various "freezers."

In the chill or store room, which is on the first floor, were boxes upon boxes of kippers, and smoked and fresh fish including filleted cod, ready for export. The various "sharp freezers" on this floor contain heaps of salmon, frozen whole, and looking as fresh as when they first left the water, there are also boxes of smoked salmon lying about. In one corner one finds huge white

halibuts, frozen solid, fish which must weigh hundreds of pounds each; near them is a mound of flat fish, one of the most delicious fish that there is, and yet unappreciated here and left rotting on the wharves and on the beaches. Big turbot from Trinity Bay, though not in such large quantities as the other fish are also there; caplin, nearly a million pounds of them, are to be found in the various chambers. Yet, that is a fish which is used here as manure, it being so plentiful in season! In the Canadian and American markets it commands a ready sale both fresh and smoked. Even Finnan Haddie are put up in this huge plant. In one room were 150 tons of salmon ready for export, whilst as much again, unpacked was contained in the same "freezer."

HOW FISH ARE SMOKED.

Smoked fish form no small part of the huge exportations made by the Newfoundland Atlantic Fisheries Co. In a special part of the building the smoking department is found. Here, in large kilns, fifty feet in height, fish of all kinds, such as herrings, kippered and red, caplin, salmon and even cod, are smoked over fires of sawdust and chips, which are burning at the bottom of the kilns. The capacity of each kiln is 16,000 herrings or equivalent.

Several women are employed in this department. Some are splitting herring, washing them and placing them in troughs of pickle from which the fish are taken and suspended on hooks ready to be placed in the kilns. Others are rapidly putting caplin on rods preparatory to hanging them in smokers. The small fish such as herring and caplin are smoked overnight. The larger fish such as cod and salmon take a lit le longer.

In the basement heaps of sawdust and chips are to be seen, ready for use in the kilns. Spruce and pine sawdust is chiefly used but oak has been found to give the best results. Two small furnaces which generate heat through pipes which are used for drying fish are also in this basement.

NATURAL ICE BY ARTIFICIAL PROCESS

In a room on the first floor natural ice is made by an artificial process similar to that which freezes the fish. This ice chamber has a floor divided into oblong sections or compartments, and in each of these compartments, a 300 pound block of ice is made. By this means, twenty tons of ice can be made in a day.

There is also a room in the building where the boxes used for the export of smoked fish are made.

The Newfoundland Atlantic Fisheries Company has exported an enormous quantity of fresh and smoked fish during the present year. They have bought over 1,000,000 lbs. of salmon, 500,000 lbs. of halibut, 100,000 lbs. of caplin and they have contracted for two or three million pounds of herring.

They are buying all the fresh cod they can get. Cod liver oil is also one of their exports and 500 barrels of this commodity left by the *s.s. Digby*. Before long the company hope to have their own refinery.

Everything possible is being done to increase their export trade and agents have been appointed in Boston, Toronto and New York, whilst negotiations are going on in connection with the placing of an agent in Montreal. Mr. McIntosh expects to go to Canada and the States shortly to finalize arrangements for the marketing of the Company's products during the Fall. Pickled salmon is now coming in from Labrador, whilst men are already in Pack's Harbor preparing to erect a Cold Storage plant previous to the winter setting in.

The Cold Storage Plant is undoubtedly a great benefit to the Country and before long, even greater advantages than heretofore will accrue from having it in our midst.—From the *Evening Telegram*.



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—AN ILLUSTRATED MAGAZINE—

Issued every third month about the 15th of March, June, September and
December from the office

34 Prescott Street, St. John's, Newfoundland.

JOHN J. EVANS, PRINTER AND PROPRIETOR.

To whom all communications should be addressed.

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\$30.00 per page; one-third of a page, \$10.00; one-sixth of a page, \$5.00.
one-twelfth of a page, \$2.50—for each insertion.



Knights of Columbus Memorial School.

THE New Memorial School which takes the form of a handsome additional wing to the Convent of Mercy, Military Road, was erected by Terra Nova Council, No. 1452, Knights of Columbus, to perpetuate the memory of its members who died in the Great War. The formal opening took place on Columbus Day, October 12th, in which His Excellency the Governor, His Grace the Archbishop, the Prime Minister and other prominent citizens participated. Mr. Jonas Barter was the Architect, and the building was constructed by Messrs. Pidgeon & Murphy. This school now forms a magnificent addition to the group of ecclesiastical buildings beneath the shadow of the R. C. Cathedral.

Yeast Revitalizes Body.

American Hotels Placing It on Their Menus.

YEAST the latest food innovation. After a long series of experiments by eminent physicians, it has been demonstrated that the use of yeast, in addition to relieving skin troubles, created appetite, and aided digestion and assimilation. These health-benefits are due to the presence in yeast of two properties—nuclein, the cell-body substance, and vitamin, the life-giving principle which is vital to adequate nutrition.

Many hotels, restaurants and cafeterias are giving yeast a place on their menus, in order to meet this demand for the food which is the richest source of the vigor-making vitamin.

Many persons who are taking yeast do not find it convenient to make their own purchases or lack facilities to serve it in a way which appeals. Under these circumstances, the convenience of being able to order yeast served in a particular appetizing form is a boon to them. And the hotel or restaurant with foresight enough to render such service will discover that it has many grateful patrons.

Logically yeast should be listed among the relishes, for it is distinctly an appetizer and best taken at the beginning of the meal.

The style of serving is a matter of individual taste. The most popular ways are: spread on crackers or bread (in which case a dash of salt or paprika adds to the piquant flavour); combined with some tasty sandwich filling; taken in orange juice, grape juice, malted milk, frosted chocolate, frosted coffee or egg-nogg. In all drinks, the yeast should be dissolved and mixed thoroughly with the other ingredients.

Many persons, some of them among the most enthusiastic users of yeast, do not realize that it is a food as well as a health-builder. It has, however, distinct nutritional value, and is, therefore, an appropriate item to list on menus.

All Kinds of Job Printing
Neatly Executed
at "The Quarterly" Office.

Brick's Tasteless

THE ONE WHO TAKES IT MUST EAT

BRICK'S TASTELESS

(Registered)

It contains all the virtue of
Cod Liver Oil
without the nauseous grease.

It will promptly relieve
Chronic Bronchitis
and all
Pulmonary Affections.
Croup, Hoarseness,
Nervous Disorders due to
or maintained by
an Exhausted Condition of
the System,
Hysteria,
Nervous Dyspepsia,
Flatulent Dyspepsia,
Anemia,
Night Sweat,
the Prostration following
Fevers, Diphtheria,
Tonsillitis, Etc., Etc.
Debility at Change of Life,
Insomnia,
General Debility or
Constitutional Weakness
at any age of life.
Scrofula and all Blood
Disorders.
Indeed any other complaint
traceable directly or
indirectly to an impoverished
condition of the blood.

BRICK'S TASTELESS

(Registered)

A MOST PALATABLE PREPARATION
CONTAINING THE
ACTIVE OR ALKALOIDAL
PRINCIPLES OF THE PUREST
COD LIVER OIL

WITH ALL ITS UNEQUALLED TONIC
ALTERNATIVE AND RECONSTRUCTIVE
PHOSPHORUS IN THE FORM OF THE
COMPOUND SYRUP OF HYPOPHOSPHITES
CONTAINING 1/100 Gr. STRYCHNINE
TO EACH TABLESPOONFUL,
ALSO WITH THE NUTRITIOUS
LIQUID EXTRACT OF MALT
AND THE BRONCHIAL TONIC AND
SEDATIVE FLUID EXTRACT OF
WILD CHERRY BARK.

It can be freely taken and retained by those
with the most delicate stomach. No unpleasant or
injurious effects whatever following its use.

Dose for Adults: One (1) tablespoonful shortly
before each meal and on retiring. For Children:
10 years old, 1 to 2 teaspoonfuls; 5 years old,
14 drops to 1 teaspoonful.

Don't fail to read the enclosed circular which
gives our guarantee as well as a fuller description
and more detailed directions regarding use.

No. 1640

The Proprietary or Patent Medicine Act.

**BRICK'S TASTELESS
MEDICINE CO.,**

TORONTO, CANADA.

Large size—Price \$1.20. Postage 20c. extra.
KEEP IN A COOL PLACE.
SHAKE THE BOTTLE BEFORE USING.

NO OTHER MEDICINE
WILL RESTORE
LOST WEIGHT
SO QUICKLY AS

BRICK'S TASTELESS

THE ONE WHO
TAKES IT
MUST EAT.

It Purifies the
Blood.
It Makes the Weak
Strong.
It is a Specific in
Throat and Lung
Diseases.
It is so Prepared that
it can be
Assimilated Without
the Least
Digestive Effort.
Weigh Yourself
the Day you
Commence to Take
BRICK'S TASTELESS,
Then Weigh Yourself
Two (2) Weeks
Later
and Note the Increase.

DON'T FAIL TO
READ THE CIRCULAR.

Dr. F. STAFFORD & SON,

Wholesale and Retail Chemists and Druggists, St. John's, Nfld.

P.S.—WRITE US FOR WHOLESALE PRICES.

'PHONE 640

A Welcome
Necessity.



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GIVES A QUICK
ABUNDANT LATHER

There is a reason for the popularity of "Crescent" and that reason is to be found in its all-round usefulness. For all Laundry and Household cleaning purposes it is no exaggeration to say that "Crescent" is without a rival.

Supreme in Quality and Purity.

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WARRINGTON, ENGLAND.

MEEHAN & COMPANY, Agents.

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The Man Who Wants
Something Different

Applies for a **JUBILEE POLICY** in the
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It provides for unknown needs by giving the holder many privileges that other policies do not contain.

Issued expressly to celebrate the 50th anniversary of the **Old Reliable Sun Life of Canada.**

D. JOHNSTON,

MANAGER NEWFOUNDLAND DIVISION, - ST. JOHN'S.

Niagara Fire Insurance Company Of New York.

Canadian Department: Montreal,
W. E. FINDLAY, Manager.

Incorporated in 1850.

Has been 70 years in business.

Losses paid since organization . . . \$73,149,972.09
Assets at Dec. 31st, 1919 . . . \$15,192,886.80
Which are held for the security of Policyholders.

Unexcelled reputation for SERVICE,
SECURITY and PROMPT PAYMENTS.

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Agent for Newfoundland.

A Most Reliable Place

to purchase Good Jewellery, is the place where you know of whom you are buying—you have the assurance of a business reputation and guarantee that goes with every sale. Our idea of storekeeping is to make customers satisfied; they come again—they send others—we think it pays.

Just now we are showing the newest creations of the Jewellers' Art in Jewellery. We call special attention to our new line of **Bracelets, Necklets, Lockets, Pins, &c.**

Engagement and Wedding Rings, all styles and prices. Send for our measuring cards.

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The Reliable Jewellers and Opticians.

St. John's, Newfoundland.

You Should Entrust

the administration of your Will only to those experienced in such matters.

Administration of Estates is this Company's business, and its officers are especially trained for all the duties involved and will be glad to discuss the subject with you.

Appoint this Company to act as your sole Executor or jointly with your friends.

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Sir Herbert S. Holt, President. A. J. Brown, K.C., Vice-Pres.

F. G. DONALDSON, General Manager,
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St. John's, Nfld., Branch, Royal Bank of Canada Building.
E. B. McINERNY, Agent.

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B. H. English Paint, Varnishes, Shellac, Varnish Stain, Stove Pipe Enamel, Marbline, Floor Polish, Floor Wax, and Paint Brushes of all kinds.

Sewing Machines, Washing Machines, Oil Heaters, Ovens, Brass Curbs, Fire Brasses, Hanging Lamps, Cutlery of all kinds.

Iron and Brass Bedsteads, Baby Cots, Wire Springs, Mattresses and Pillows.

BOWRING BROTHERS, LTD.,
Hardware Department.

NOTICE.

The Board of Governors of The St. John's General Hospital beg to announce for the information of the General Public that final arrangements have been made for the collection of fees to be paid by all persons who occupy beds or undergo treatment at the General Hospital. The scale of fees was advertised in December last as coming into effect on January 1st, 1921, but unforeseen circumstances prevented this from being carried out.

The following regulations, in accord with "An Act respecting the General Hospital," will be strictly enforced:—

Under an Act respecting the General Hospital (6 George V., Cap. XIX.) and with the approval of the Governor in Council the Board of Governors of the St. John's General Hospital give notice that they have fixed and prescribed the following scale of fees to be levied from and paid by all persons who occupy beds or undergo treatment at the Hospital. The scale is to come into operation on the 1st day of October, 1921.

Scale of Fees.

Every person receiving treatment in the General Hospital shall, after the 30th day of September, 1921, pay fees according to the following scale:—

Persons admitted to the public wards \$1.00 per day, persons occupying private rooms \$10.00 per week in addition to the daily fee of \$1.00. Every applicant for admission to the Hospital must bring with him, or forward to the Superintendent of the Hospital, certificate signed by a duly registered physician that such applicant is a proper subject for Hospital treatment.

Under the provisions of the General Hospital Act, 1915, all patients who are unable to pay fees shall be required to bring with them a certificate of their inability to pay, which shall be signed by the resident Relieving Officer, or, where there is no such Officer, by a Justice of the Peace, a Clergyman or other responsible persons. The fees of such patients thereupon become payable by the Commissioner of Public Charity, by virtue of the said Act.

By order of the Board,

GEORGE SHEA, Chairman.
W. H. RENNIE, Secretary.

September 3rd, 1921.

School Supplies.

A large stock of books for
the C.H.E. Exams.

Primary, Preliminary, Intermediate and
Associate Grades always on hand.

Pencils,	Pencil Boxes,
Penholders,	Slates,
Pens,	Slate Pencils,
Erasers,	School Bags,
Ink,	Compasses,
Crayons,	Chalk,

Mathematical Instruments,
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School Requisites.

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Insure Your Property
WITH THE

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❁ ❁ and **Globe** ❁ ❁
Insurance Company, Ltd.

Bowring Bros., Ltd.,
Agents for Newfoundland.

Customs Circular
❁ **No. 15** ❁



WHEN TOURISTS, ANGLERS and SPORTSMEN arriving in this Colony bring with them Cameras, Bicycles, Angler's Outfits, Troutng Gear, Fire-arms, and Ammunition, Tents, Canoes and Implements, they shall be admitted under the following conditions:—

A deposit equal to the duty shall be taken on such articles as Cameras, Bicycles, Troutng poles, Fire-arms, Tents, Canoes, and tent equipage. A receipt (No. 1) according to the form attached shall be given for the deposit and the particulars of the articles shall be noted in the receipt as well as in the marginal cheques. Receipt No. 2 if taken at an outport office shall be mailed at once directed to the Assistant Collector, St. John's, if taken in St. John's the Receipt No. 2 shall be sent to the Landing Surveyor.

Upon the departure from the Colony of the Tourist, Angler or Sportsman, he may obtain a refund of the deposit by presenting the articles at the Port of Exit and having them compared with the receipt. The Examining Officer shall initial on the receipt the result of his examination and upon its correctness being ascertained the refund may be made.

No groceries, canned goods, wines, spirits or provisions of any kind will be admitted free and no deposit for a refund may be taken upon such articles.

H. W. LeMESSURIER,
Deputy Min^{tr} of Customs.

CUSTOM HOUSE,
St. John's, Newfoundland, September, 1921.



Variety

is the keynote of our

Fall and Winter
Suitings and Overcoatings.

Trustworthy Fabrics, Dependable Colors and Designs sufficiently varied to satisfy the most exacting preference.

The American Tailor,

P. O. Box 445. **W. P. SHORTALL,** Phone 477.
300 Water Street.



Notice to Owners and Masters
of British Ships!

The attention of Owners and Masters of British Ships is called to the 74th Section of the "Merchant Shipping Act, 1894."

74.—(1) A Ship belonging to a British subject shall hoist the proper national colours—

- (a) on a signal being made to her by one of His Majesty's ships (including any vessel under the command of an officer of His Majesty's navy on full pay), and
- (b) on entering or leaving any foreign port, and
- (c) if of fifty tons gross tonnage or upwards, on entering or leaving any British Port.

(2) If default is made on board any such ship in complying with this section, the master of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.

At time of war it is necessary for every British Ship to hoist the colours and heave to if signalled by a British Warship; if a vessel hoists no colours and runs away, it is liable to be fired upon.

H. W. LeMESSURIER,
Registrar of Shipping.

St. John's, Newfoundland,
September, 1921.

FIRE!

The

FIRE!

North British and Mercantile Insurance Co., Ltd.

[Established 1809.]

Head Offices Edinburgh & London.

Available Funds--£29,500,000

Insurance on any description of property at lowest current rates.

Prompt Settlements.

Liberal Adjustments.

GEORGE SHEA,

General Agent for Newfoundland.

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**Complete Trust Service is
Our Business Exclusively.**

Our policy has been to build up an organization of men who, by training and experience, are expert in trust matters.

Our steadily increasing business is evidence that in the administration of estates, the care of trust funds, and investment of money we are rendering a service that satisfies.

A conference with one of our officers will be worth your while.

W. A. TUCKER, Manager,

HEAD OFFICE:
Halifax, Nova Scotia.

NEWFOUNDLAND BRANCH,
Pitts' Building, St. John's.

A.E. Hickman Co., Ltd.

Water Street, St. John's, Nfld.,

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Provisions, Groceries and Ships' Stores.

EXPORTERS

of all kinds of

Fish and Fish Products,
High-Grade Medicinal Codliver Oil.

Wholesale Only.

Correspondence Solicited.

Anglo-American Telegraph Co., LIMITED.

8 Transatlantic Duplex Cables

Insure the Best Cable Service in the World.

Direct connection with the British Postal Telegraphs.

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25,000 Offices in America,
through the Western Union Telegraph Company.

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WEEK-END LETTERS—Filed Saturday, Delivered Monday.
Messages accepted for all points in Newfoundland.

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Domestic and Foreign, by Telegraph and Cable,
accepted at all hours of the day or night.

TELEPHONE 378
FOR MESSENGER.

H. A. SAUNDERS, Superintendent.

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**St. John's, Nfld.,---North Sydney, C.B.,
STEEL STEAMSHIP "SABLE I."**

Sailings from St. John's, 10 a.m. every Tuesday.

Sailings from North Sydney, 2.30 p.m. every Saturday. First-class accommodation.

**One Way Fare \$30.00 including
Meals and Berth.**

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St. John's, Nfld.

FARQUHAR & CO., Ltd.,
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FARQUHAR TRADING CO., Ltd.,
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Newfoundland Coal & Trading Company, Limited,

(Alan Goodridge & Sons' old premises)

Always in stock, in store and afloat Best Screened

North Sydney Coal,

—Also,—

**P. & T. Board,
Dressed Clapboard,
3-in. Spruce Plank,
Framing and Studding,
and 1-in. Clapboard.**



When you think
of PIE,
Remember that our

California ❁ ❁

Raisin Pie, ❁

Made with Sun-Maid Raisins,
Is delicately delicious, and is a condensed, energizing food, as well as a tasty treat for the whole family.
It is good, and good for you.

Made at

McGuire's Bakery.



This is real

Raisin Bread ❁

Each loaf is filled with

tender, juicy, full-flavored Muscat Raisins, giving added food value as well as tasty flavor.

The kiddies like it.

It is good, and good for them.

Made at

McGuire's Bakery.

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A Car of
Assorted Sizes
Just Received.

Low Price
for ten barrel lots.



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and Queen's Road.

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*Special Loose-leaf Systems,
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Style, Wear and Value

are the main standards by which good clothes are judged.

**Careful Designing and
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enable us to produce **Correct Styles** and **Good Tailoring**.
This is an assurance that the shape will be retained throughout the life of the garment.

Choose your material from our large assortment of **Tweeds** and **Serges**, or bring us your own goods, and we will prove to YOU, as we have to others, that we are turning out

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IN TAILORING.**

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ORDER YOUR Paint, Soap and Oiled Clothing

FROM

The Standard Mfg. Co., Ltd.

Quality and Satisfaction Guaranteed.

INSURE WITH THE

QUEEN,

the Company having the largest
number of Policy Holders in
Newfoundland.

Every satisfaction given in
settling losses.

Office: *Adrain Building, 167 Water Street.*

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GEO. H. HALLEY,

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ESTABLISHED 1886.

GARRETT BYRNE,

Bookseller, Stationer

and Dealer in

Fancy Goods and Toys

WATER STREET WEST,

Opposite General Post Office,

St. John's, Newfoundland.

We Make

the Very Best Quality of

Manila Rope,

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Hemp Fishing Lines,

White and Tarred Cotton Fishing Lines,

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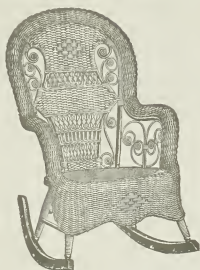
Cotton Seine Twine,

Herring Nets,

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When anything better is invented
We Shall Make That.

Colonial Cordage Co., Ltd.



HIGH GRADE FURNITURE!

Carefully selected stock, wide assortments and prices that are beyond the lowest offered in this vicinity, have made our Furniture Store the ONLY Store for hundreds of shrewd buyers. We claim to save you money on Furniture, and a rapid and steady increase of trade proves beyond a doubt that the public recognises and appreciates good values.

One of the strong features of our stock is that it is broad enough to suit everybody—Furniture to suit every kind of home:

CHAIRS—Dining, Rockers, Morris, Rattan; **TABLES** for Dining Rooms, Parlors, Halls, etc.; Sideboards and Buffets, Over-Mantles, Bed Room Suites, Bedsteads, Parlor Suites, Couches, Book Cases, Secretaries, Hall Stands, Wardrobes, Office Furniture, Spring Mattresses, etc.

THE ROYAL STORES, LTD.

Fire Insurance!

The Employers' Liability Assurance Corporation, Ltd., of London, Eng.

The North West Fire Insurance Company, of Winnipeg, Man.

Higgins, Hunt & Emerson,

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Columbus Hall, St. John's.

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Hardware of all descriptions,
Paints, Oils, Cement
and Roofing Materials.

A large supply of above goods always in stock.

—SOLE AGENTS FOR—

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The World's Best!

Sunbeam Pure Food Products
are stocked by all
First Class Grocers.

A trial will convince you that
the Quality cannot be beaten.

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Hot Water &
Steam Fitters.

Heaters, Stoves, Toilets, Baths and everything in our line
of the Best Quality at Lowest Prices.

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**Offers a Regular Service of Twelve-day Trips
to Halifax, Nova Scotia, and St. John's, Newfoundland.**

This service will be maintained by their steamers, especially built for this service. Steamers remain long enough at each port to enable passengers to visit these interesting cities.

People who spend the summer at Chester, Digby, Hubbards or any of the other charming seaside resorts in Nova Scotia will find that the Red Cross Line provides the best, easiest and most direct method of getting there.

There is splendid trout fishing in the vicinity of St. John's. Loch Leven and Rainbow trout have been imported assuring the angler of the very best fishing. The finest salmon fishing on this side of the Atlantic can be reached in one day from St. John's at very small expense.

Parmigan or grouse shooting is from October 1st to January 12th. Caribou shooting commences August 1st, and in no other part of the world can big game shooting be enjoyed for so little expense.

The rate for the round trip, including berth and meals while at sea and in port is \$110.00 and up according to accommodations desired. Illustrated folder, with complete rates, plans, sailings and other information will be sent upon application to

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17 Battery Place, New York City.

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"Rambler,"
for Men.

**"Victoria" and
"Duchess,"**
for Women.

**"Cinderella" and
"Princess,"**
for Children.

"Rover," for Boys.

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St. John's, Newfoundland,

WHOLESALE DEALERS IN

**Provisions, Groceries,
and Fruit.**

**Consignments of Live
Stock Solicited.**

Our Clothes and Furnishings For Boys and Men

are receiving very special compliments from the
many **Pleased Customers** who have been here.

The Good Quality, Neat Styles

and exceptional values are what pleased them.

They will please you, too.

T. J. BARRON,

Boys' and Men's Outfitter.

358 Water Street.

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HIGGINS, HUNT & EMERSON,

Barristers, Solicitors, etc.

OFFICES:

Columbus Hall, Duckworth Street.



Public Notice.

NOTICE is hereby given to the Public that applications for

MINERAL AREAS

may be received at this office on and after the first day of August, 1921, and licenses may be issued for such areas, reserving therefrom Coal, & Petroleum Oil, & Bitumen, Natural Gas and Bituminous Clays and Shales capable of yielding Petroleum Oil on distillation.

ALEXANDER CAMPBELL,
Minister of Agriculture and Mines.

Department of Agriculture and Mines,
St. John's Newfoundland,
23rd day of July, 1921.



We carry a well selected Stock of Gents' Furnishing ; also,
Boys' and Men's Readymade Suits and Overcoats.

GIVE US A CALL.

W. H. JACKMAN, 39 Water Street West.

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Total Funds exceed \$80,000,000.00
Claims Paid exceed \$470,000,000.00

Place your business with us, the premier Company
in Newfoundland.

Lowest Current Rates of Premiums.

W. & G. RENDELL, St. John's,
Agents for Newfoundland.

The Standard Life

Assurance Company, Edinburgh.

INVESTED FUNDS: - - £6,500,000 STERLING.

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Fire Assurance Company, Limited, London.

CAPITAL £2,500,000. Risks taken at Lowest Rates.

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ESTABLISHED 1780.

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NOTICE TO Drivers of Carriages, Carts, Motor Cars, Etc.

ORDER No. 3.

Under "Street Traffic Regulation Act, 1918."

1. Vehicles must travel on the left hand side of the street or road. Vehicles moving slowly must be kept as close as possible to the curb or side drain on the left, allowing more swiftly moving vehicles passage on the right.
2. A vehicle turning into another street to the left, shall turn the corner at the left hand curb or side drain of said street.
3. A vehicle turning into another street to the right, shall turn around the centre of the intersection of the two streets, and keep to the left of the street into which it turns.
4. Police, Fire and Mail vehicles and Ambulances shall have the right of way over all other vehicles.
5. The driver of a vehicle on the approach of any apparatus of the Fire Department shall bring his vehicle to a stand still as near the left hand curb or side drain as possible.
6. Vehicles going in a westerly or easterly direction shall have the right of way over vehicles going in a northerly or southerly direction.
7. Drivers of vehicles shall stop whenever required to do so by any member of the Police Force, either verbally, or by a signal with the hand, and they shall obey his order and comply with any direction which he may give them in the interest of good order, of traffic or public security.
8. The driver of a vehicle meeting or overtaking a street car which is stationary, for the purpose of taking on or discharging passengers, shall stop his vehicle at a distance of at least ten feet from the said car, and shall keep such vehicle at a stand still until such car is set in motion, and any passenger who may have alighted shall have reached a place of safety.

CHAS. H. HUTCHINGS,

Inspector General
of Constabulary.

Phone 479 A  P. O. Box 872

Our Auction will Serve You Anytime Anywhere.

While we hold an Auction every week in Our Auction Rooms, if you have anything to turn into Cash you need not wait for this Auction, and while we have roomy Auction Space where your goods can be shown to advantage, every day we are holding sales in Private Homes and Elsewhere. If you want to Dispose of anything, Furniture, House or Land, Etc., our complete Auction Service is at Your Service wherever and whenever you want it.

Personal attention and prompt returns guaranteed.

WALTER A. O'D. KELLY
AUCTIONEER,
Cor. of Adelaide and George Streets.

KEARNEYGRAMS.

He who said that "Clothes Make the Man" was just as wrong as he who said in opposition "Clothes Don't Make the Man."

Success by the Clothing Way depends on the man himself.

Depends on where he buys his clothing; what he buys; whose advice he gets on what will suit, and whether he takes it or not.

It demands men of experience in Clothing matters to select Clothing that shapes Success. Not a grocer, or a hardware dealer, or any dabbler in the Men's Wear business.

We don't claim to have outfitted Rockefeller or Rotschild, but we are responsible for that unique smartness that goes with the outfits of our young city chaps who are forging ahead—and most of the older ones too who have already got there.

Which leads some people to imagine that the proverb "Clothes Make the Man" was coined after its rival "Clothes Don't Make the Man"—or sometime around 1912.

Kearney's

Specialist in Men's Wear
since 1912—and not
out-rivalled yet!

286 Water Street

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One of the best equipped Dry Docks in America. Steamships docked and repaired at the lowest rates. Well equipped and thoroughly fitted with all modern appliances for temporary or permanent repairs. **Length of Dock, 610 feet. Depth of Water, 25 feet.**

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Owners of Ten Clyde-Built Steamships

Royal Mail Steamers operating on Bays and Coasts of Newfoundland and Labrador.

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The Railway and Steamship Systems give the best

connection between Newfoundland and Canada and the United States, and the best freight line between Canada and Newfoundland. **S.S. "KYLE" and "SAGONA"** connect at North Sydney with the Intercolonial Railway.

Newfoundland offers to the Tourists, Sportsmen and Health-Seeker the grandest scenery in the Western Hemisphere. A most beautiful climate in the summer months; cool, even and invigorating. No hay fever.

Finest Caribou Hunting Grounds in the World.

Best Salmon and Trout Streams that have yet been discovered. The Railway is equipped with Dining and Sleeping Cars, and everything to please the taste and add to the comfort of the Tourist is provided.

All information in regard to Newfoundland and Labrador will be given on application to the

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PUBLIC NOTICE. GENERAL HOSPITAL.

The following scale of fees payable by outside patients at the X-Ray and Electrical Department of the General Hospital has been approved by the Governor in Council under the General Hospital Act, 1915, and will be effective on and after September 16th, 1918.

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Dept. Public Works, St. John's, Nfld., September, 1921.

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Passport Regulations.

1. APPLICATIONS for Passports must be made in the authorized form and enclosed in a cover addressed to "THE DEPARTMENT OF THE COLONIAL SECRETARY, ST. JOHN'S."

2. The charge for a Passport is \$2.50. Passports are issued at the Office of the Colonial Secretary between the hours of 10 and 4 ON THE DAY FOLLOWING THAT ON WHICH THE APPLICATION FOR THE PASSPORT HAS BEEN RECEIVED, except on Sundays and Public Holidays, when the Office is closed. Applications should, if possible, reach the Office before 4 p.m. on the previous day. If the applicant does not reside in St. John's, the Passport may be sent by post, and a Postal Order for \$2.50 should in that case accompany the application. POSTAGE STAMPS WILL NOT BE RECEIVED IN PAYMENT.

3. Passports are granted—

- (1) To natural-born British subjects;
- (2) To the wives and widows of such persons; and
- (3) To persons naturalized in the United Kingdom, in the British Colonies, or in India.

A married woman is deemed to be a subject of the State of which her husband is for the time being a subject.

4. Passports are granted—

- (1) In the case of natural-born British subjects and persons naturalized in Newfoundland, upon the production of a Declaration by the applicant in the authorized form verified by a Declaration made by a member or official of any **Banking Firm** established in Newfoundland, or by any **Mayor, Magistrate, Justice of the Peace, Minister of Religion, Barrister-at-Law Physician, Surgeon, Solicitor, or Notary Public**, resident in Newfoundland. The applicant's Certificate of Birth and other evidence may also be required.
- (2) In the case of children under the age of 19 years a separate Passport, upon production of a Declaration made by the child's parent or guardian, in a Form (B), to be obtained upon application to the Office of the Colonial Secretary.
- (3) In the case of persons naturalized in the United Kingdom or in any of the British Self-governing Colonies, upon production of a Recommendation from the Colonial Office, or the High Commissioner or Agent-General in London of the State concerned; and in the case of natives of British India, and persons naturalized therein, upon production of a Letter of Recommendation from the India Office. Persons naturalized in any of the Crown Colonies must obtain a Letter of Recommendation from the Colonial Office.

5. If the applicant for a Passport be a Naturalized British

subject, the Certificate of Naturalization must be forwarded to the Office of the Colonial Secretary, with the Declaration, for delivery to the applicant.

Naturalized British subjects will be described as such in their Passports which will be issued subject to the necessary qualifications.

6. Passports are not available beyond two years from the date of issue. They may be renewed for four further periods of two years each, after which fresh Passports must be obtained. The fee for each renewal is \$1.00.

7. A Passport cannot be issued on behalf of a person already abroad; such person should apply for one to the nearest British Mission or Consulate. Passports must not be sent out of Newfoundland by post.

R. A. SQUIRES,
Colonial Secretary.

Department of the Colonial Secretary,
St. John's, Newfoundland,
September, 1921.

FOREST FIRES

THE ATTENTION OF THE PUBLIC IS
CALLED TO THE FOLLOWING
PROVISIONS OF THE FOR-
EST FIRES ACT.

- 1.—Any person who sets out, makes or starts a **Fire** for any purpose whatever, between the **Fifteenth Day of April** and the **First Day of December**, in or near any woods, or without selecting a place free from dry trees, underbrush or other inflammable material in which to make or start such **Fire**, or fails to remove all such dry wood, brushwood or inflammable material within a distance of ten feet from such fire in every direction, or fails to completely extinguish the same before leaving.
- 2.—Throws or Drops any **Burning Match, Ashes of a Pipe, Lighted Cigar** or any other burning substance.
- 3.—Or fails to totally extinguish any **Camp Fire** before breaking camp, shall be liable to a **Penalty** of not less than **\$50.00** nor more than **\$400.00** or **Imprisonment** for a period of **Twelve Months**.

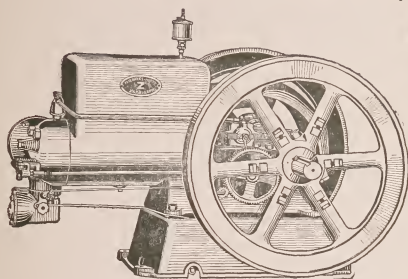
ALEXANDER CAMPBELL,

Minister of Agriculture and Mines.

Dept. Agriculture and Mines, September, 1921.

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The NEWFOUNDLAND QUARTERLY



Christmas Number, 1921

JOHN J. EVANS, PRINTER AND PROPRIETOR,
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Dawn—"The Narrows."



Photo by J. C. TAYLOR.



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3 "	13 "	24 "	36 "
4 "	17 "	48 "	48 "
5 "	20 "	48 "	60 "
6 "	23 "	48 "	72 "
7 "	26 "	48 "	84 "
8 "	29 "	72 "	96 "
9 "	32 "	72 "	\$1.08
10 "	35 "	72 "	1.20
11 "	35 "	72 "	1.32
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N.B.—Parcel Mails between Newfoundland and United States can only be exchanged by direct Steamers. Parcels of Furs must be accompanied by a Customs Export Entry.

Parcel Mails for Canada are closed at General Post Office every Monday and Thursday at 11 a.m., for despatch by train.

GENERAL POST OFFICE.

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A LETTER enclosed in an envelope, whether sealed or open, addressed to any place in Newfoundland and the Labrador Coast, which does not exceed an ounce in weight will be conveyed to its destination for three cents. This rate is applicable for letters posted in one settlement for delivery in another settlement a mile or more distant.

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Newspapers, local and foreign, and Magazines, are forwarded to all places in Newfoundland, at a special rate of two cents per lb.; but papers under four ounces are accepted free of postage within the Colony, also, books at two cents per lb. rate. Newspapers to the Dominion of

Canada, the United States, France, Germany, etc., must be prepaid at the rate of one cent for each two ounces or fraction thereof.

PARCEL POST.

Parcels of Merchandise are delivered to destination in Newfoundland at the rate of one cent for the first two ounces, and so on up to 1 lb., which is forwarded for eight cents, the second lb., three cents additional, or 11 cents and three cents for each additional lb., or fraction thereof, up to 10 and 11 lbs., which is the limit, at 35 cents. Name and address of sender must appear on all parcels. Otherwise we will refuse to accept them.

Senders of Parcels for local destinations must write their names and addresses on the covers; if not Postmasters may refuse to accept them.

Parcels for other countries must be accompanied by a Customs Declaration Form describing nature and value of contents. These forms will be supplied by the Post Office and are essential to ensure prompt despatch of parcel.

Money may be transmitted by means of the Money Order System and by Telegraph to places in Newfoundland, which are Money Order and Telegraph Stations, at reasonable rates on application.

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The Newfoundland Quarterly

Vol. XXI.—No. 3.

DECEMBER, 1921.

80 cents per year.

The Governor's Journey. Across the Country Between Eddy's Cove and Hare Bay.



SKETCH MAP OF THE GOVERNOR'S ROUTE ACROSS COUNTRY.

WE are pleased to be in a position to reproduce in this issue of the *Newfoundland Quarterly*, a most interesting series of notes on the recent journey of His Excellency the Governor, Sir Alexander Harris across the country between Eddy's Cove and Hare Bay, the facts of which have been checked and verified by Sir Alexander himself.

In explanation of three of the illustrations we may state that the little sketch map was specially made for us; that the first photograph is one of the start from Curling, Bay of Islands, in the "Rambler," which was placed at His Excellency's disposal by the kindness of Mr. Simpson, of Lomond, this marks the beginning of the trip; the other depicts the last meal of the journey taken on the "Jupiter," placed at the Governor's disposal by the courtesy of the Anglo-Newfoundland Development Company, obtained at

some point in the Bay of Exploits on the passage from Tilt Cove to Lewisporte.

Now that a great interest in "this Newfoundland of ours" has been awakened by the discussion of the Labrador Boundary Question and other matters of moment touching our valuable and varied resources, all information relating thereto is eagerly sought for, more especially concerning those comparatively unknown sections of the interior which are, as yet, practically unexplored. The geological surveys so ably conducted in past years by Alexander Murray, Esq., and his successor, James P. Howley, Esq., F.G.S., have done much to increase our knowledge of the Dominion's vast resources, and every year adds thereto; but, as regards the latent possibilities of the interior, a great deal has yet to be revealed, and we listen with assurance to what is said by intelligent and reliable observers like His Excellency the

Governor

Sir Alexander Harris' account of his journey, therefore, has a special interest and value just now, its publication will be welcomed by many, and will help to draw further attention to our island home—an island one-sixth larger than Ireland, and which recent researches have proved to be rich beyond the average in natural products. It is only reasonable to assume that, when fully developed, these products will secure for us a foremost place, commercially, among the great British Dominions beyond the seas.

The reason of the passage across country was that the Governor had made up his mind to see as much as he could of the settlements in the Colony on the Straits of Belle Isle and had also appointed to meet Dr. Grenfell on the Eastern side of the Island and go down to White Bay. The time at the Governor's disposal was very limited and it seemed to him that far the quickest course was to try and get across the

route better than their neighbours. A very good man was obtained in the person of John Lemaire, a man of French descent living in a little bit of Eddy's Cove village which is still known as "France." Lemaire is not only a trapper but he carries his farming operations some 6 or 8 miles into the interior from Eddy's Cove and knows that part of the country extremely well. He also had a good general knowledge of the whole country across to Hare Bay.

It may be said generally that the country over which the Governor passed is pretty well known to the local trappers at all seasons of the year, so the Governor did not expect to go into a terra incognita. Indeed, from what he had heard he expected to find a much better route than proved to be possible. Mr. Richards seemed to regard the undertaking as a serious one. Perhaps the real element of difficulty was that it was to be done so quickly: such a march against time had not been attempted before.

It is well to remember that the bit of country which is mapped in the sketch (drawn by the Governor for this Journal) is practically never used in the summer time, though quite well known in winter: at certain points the party guided themselves by the winter marks. The mail route with komatik and dogs comes from Locke's Cove on Hare Bay; passes by the so-called Green Woods where a distinct path has been cut through the firs, usually 4 to 6 feet above the ground so as to leave a quantity of stumps and young trees obstructing the path in the summer time; crosses Indian Pond to what is locally known as Big Brook Pond (but whether this is really a Pond or only the wide steady below the point at which the party crossed Big Brook the Governor has not been able to ascertain); then goes over the Big Marsh picking its way by poles and so through to Louis' Nuddick* and into the more or less established track which leads from the Nuddick to Eddy's Cove. Along this route in the winter go not only the mails but the ever active doctors and nurses of the Grenfell Hospital at St. Anthony, and by this route they keep their connection with the West side of the peninsula. To aid this passage when the ice is breaking up, before the dog team is taken off entirely, a dory is kept by the contractor at Big Brook Pond. It is understood that Dr. Chandler of the Grenfell Mission last year crossed on foot, when it was too late to depend upon the dogs and komatik. Presumably he used the dory at Big Brook and the ice had not yet given out on Indian Pond. That walk must have been a thoroughly adventurous and plucky effort. In the summer, according to the two guides, an inspector of telegraph lines spent two or three days in working through the country very much along the same lines, though he may have come out at a more northerly point where the going is said to be better. Information has reached the Governor that his guides on returning early in September tried a new line considerably to the North West of the track he had taken and came out on the sea at Big Brook a good deal to the North; they reported it a much better crossing. Dr. Grenfell seems to know of that route and thinks the same, but Mr. Richards



THE START FROM CURLING.

[Photo by N. G. Harris, Esq.]

Island; quite apart from the interest of seeing a bit of the country which had not been mapped. The gain of time by taking this route is shown by the fact that His Excellency carried an important letter from the Rev. J. T. Richards of Flower's Cove to St. Anthony which would otherwise have taken some three weeks to get round, and probably then too late for its purpose.

The original project was to go from Flower's Cove to Eddy's Cove by motorboat but (fortunately, as it turned out), the weather made it impossible to do this journey by sea. It is, as a matter of fact, very often quite unsafe to trust oneself in a small boat in those waters at that time of the year.

The Governor was advised to get a guide, or guides, and at Flower's Cove it was possible to obtain the services of Lo. Whelan. Lo is a man who has a great reputation at Flower's Cove. He does a bit of fishing and a bit of trapping; he has his own motor-boat and generally speaking is a handy man. In particular he has one asset for a guide: he is extraordinarily good tempered and cheerful. Mr. Richards had advised that the other guide should be obtained at Eddy's Cove, since the Eddy's Cove men knew that particular

*On enquiry as to the meaning of the term the Governor was informed that a Nuddick was a local name for a patch of trees or woodland in the middle of marsh ground: that it was not necessarily on a hill though it would appear from the study of general conditions in Newfoundland that it generally would be higher ground than the surrounding country.

His Excellency's opinion is that the word is a diminutive of Knott, and does mean a hill, and this view is supported by Spence's Nuddick, a prominent hill in Trinity Bay.

thinks it would not be nearly so interesting as the one taken by the Governor. So much for the history of transport across this bit of country.

The preliminary walk from Flower's Cove to Eddy's Cove on the 31st August was certainly most replete in human interest and we endeavour to re-produce the Governor's impressions. It was a beautiful bright day with a strong breeze from the west which kept away most of the flies but made it quite impossible for the motorboat to go down the coast. On this walk His Excellency had the advantage of Parson Richards' company and pays a strong tribute to the vigour, the manliness and the keenness of the Rural Dean of that section of the coast. It appeared to be about due time for a visit from the parson to that particular section of his mission and the Governor found it the greatest gain to have his company. Both carried their packs along quite a good cartroad which follows the shore the whole way, the coast of Labrador, Forteau, Loup Bay, etc., being constantly in view on the other side. The

welcomed the Governor and parson in courtly fashion; although she was suffering from rheumatism she was quite cheery and bright, and when it was related how kind she was to every one who passed that way she remarked "I love to see them all come." Next on to Green Island Cove where the Governor had a talk to the McLeans and the Michelnores, and then to Green Island Brook, 2 or 3 miles further on where first the Noseworthy family and then the Hughes and the Maceys came out with their guns and cordial welcome. It was not till nearly 6 o'clock, (true time), that Eddy's Cove was reached and here once more Mrs. Coates, whose husband is a sort of 'head' of the settlement, was ready with refreshments before the party went on. It was interesting in discussing farm matters to hear that Mr. Coates had acquired his pigs from Dr. Grenfell; an unexpected touch with the Grenfell Association's work. It was not possible to stay long here as the Governor had made up his mind that he must make a start upon the real serious journey before light completely failed. There was a difficulty however about a guide: Lemaire had gone in to see



THE GOVERNOR AND HIS ORDERLY AFOAT

first settlement after Flower's Cove, Savage Cove, was passed on the left as the road runs away across country straight for Sandy Cove. Between the two coves it was interesting to meet Nurse Footer, one of the nurses of the Grenfell Mission, coming back from a visit to the settlements along the shore. As the Governor's orderly, Vincent Walsh—of the Constabulary, and formerly of the Newfoundland Regiment, and Lo Whelan had gone on some time in advance everybody on the route was prepared to welcome the Governor. By the time he reached Sandy Cove flags were up and sealing guns were ready and the representatives of the Whites and the Coles who chiefly inhabit that Cove came and had a chat with His Excellency before he passed on to the next point, which was Shoal Cove East. Here he had a chat with certain of the Caines in their hay-field and Mr. Stevens looking after his fish, here George Caines, the Chairman of the Road Board, a charming old fellow with a patriarchal beard, very proud of various bridges which had been erected under his chairmanship, decided to accompany the walkers to the next Cove and carried the Governor's despatch bag. At Pine Cove once again flags and guns, and pause for tea about 3 o'clock at Mrs. Mugford's, who, in her black silk dress,

some hay and corn had not yet got until later. Young Matthew Coates was good enough to go as guide over the first part of the walk.

The sun was practically setting when the party struck off from the northern corner of Eddy's Cove, following in the first place for a half mile or so a track through rough cultivation belonging to the little farms and houses of the settlement. For this distance the going was pretty good though it was necessary to walk in single file, young Coates the guide leading. Mr. Richards had insisted upon going the first bit of the journey so as to see a piece of country which he had never visited before and to make sure that all things were favourable for the walk. It was not long before he realized the difficulties of the country. There was soon very little of a track to follow, and beautiful as the evening was it became increasingly difficult to keep a path. The map sufficiently indicates the general character of the route—up a steady incline, so gradual that is very little noticed, between innumerable ponds and water holes stretching away as far as the eye could reach on each side, now and again passing a pond for which the guide had a name: the first of these was Gull Pond and then some little distance further on, Long

Pond which with another pond apparently not very much smaller, just beyond it, was passed on the left. At this point the guides practically lost the track for some time; and the party had to stumble in the darkness through scrub and brush-wood at last they struck a pond (without name apparently) where the guides once more knew their position. Working along the edge partly in the water they came to the outlet of the stream known as Half-way Brook, that is to say, the party had reached the source of the Brook of that name which enters the Straits of Belle Isle some 7 miles North East of Eddy's Cove. They were not now so very far from their night's resting place; but it was a tortuous course, leading round marshes and ponds and on many occasions over just a neck of grass between two ponds; they reached what is known as Louis' Nuddick*, somewhere towards eleven o'clock in the evening. Shortly before arriving at the Nuddick some interest was caused by what was apparently a light following at some distance. It was thought almost certain that it was Lemaire following up with a lantern, but it proved afterwards

though it might be a bear. In a few seconds, however, he found that it was Lemaire who had come on at day-break and evidently followed the route very much more quickly in the day light than the others had been able to do at night. Curiously enough when Mr. and Mrs. Hett were in a similar position up in the interior on the Gander about the same period they had the reverse experience; they also were disturbed in the evening by the crashing of the brush-wood; on that occasion they thought it was the guides coming through, but it proved to be a bear which raided their camp.*

At an early hour on the 1st of September, which turned out a beautiful bright day, the party at the old tilt broke up; Mr. Richards and young Coates took their way back to Eddy's Cove while the Governor's party with Lemaire leading, Lo Whelan following, himself next and orderly Walsh bringing up the rear, started upon the day's walk which was expected to bring them out on Fare Bay about 7 or 8 the same evening. As Lemaire noticed that the Governor was walking simply in shooting boots without rubbers he said that he would avoid a more direct line owing



SCOTCH—THE U.S.S. "STRATHCONA" WITH HIS EXCELLENCY ABOARD.

[Photo by Mr. Vincent Walsh.]

not to be Lemaire: it must either have been a star low down on the horizon throwing its reflection upon the numerous sheets of water or possibly a "Will o' the Wisp." Even on arriving at Louis' Nuddick it took some little time to find the old tilt which stands a little off the track for the sleighs in winter, but after a while the guides struck it and then there was great activity as the party set to work to cut wood, light a fire and prepare the evening meal. The first attempt was to light the fire in the old stove of the tilt but as the chimney was broken and the flames began to break out of the top in such a way as to endanger the whole of the wood around the locus of the fire was pretty soon transferred to the open air and there the party settled down round it drying such things as had been wetted on the way up (for there had been various slips in the marshes), getting a good supper and cutting the fir boughs for the various beds. On the whole the camp-out was a very successful and pleasant one and everyone seemed to get a fair night; although Parson Richards was perhaps the most active in keeping awake and looking after the fire.

Early the next morning the Governor, lying half awake, heard something crashing through the bushes and at first

to the amount of water through which they would have to go and this perhaps was in some measure responsible for his ultimate loss of his bearings: the route taken was generally more circuitous and then again every effort to avoid special ponds might drive the travellers further out of their way. Leaving Louis' Nuddick the party struck to the right of what is known as the Big Marsh and held on through country very much the same as that which they had passed during the last night, through innumerable ponds and marshes, constantly having to bend the line so as to get on to little strips of ground between ponds. It was a not un-picturesque procession. Both guides carried a heavy pack which covered not only their shoulders but a good part of their back. One had a saucpan dangled in the middle and the other a kettle. Both had their rifles and before so very long one of them had a duck or two slung to his rifle. The

* It may not be generally known that Mr. Scembrace Hett, a well known surgeon who is also an ornithologist and sportsman went into the interior last summer with his wife and two children up the Gander River beyond Burnt Hill. He himself crossed almost to the South Coast. It is probably the first time that a lady from the centres of civilisation has ever gone right up into the wilds of Newfoundland.

Governor thinks the two guides made an interesting picture. The first point of interest was a large area of flat ground close to one of the ponds where Lemaire himself had his hay-pooks, that is to say at about 7 or 8 miles from Eddy's Cove it was his custom to come up and get his supply of local hay for the winter. It may not be generally known that there is a great quantity of good grass all through the island, especially along the banks of some rivers and some ponds, which is usually made into a very fair class of hay. From this point the guides were making steadily for Big Brook which seemed to be a particular point in the march. Their chief marks were Harry's shelter, away to the North West, and South West Pond seen from rising ground over a long tract of level ground fairly wooded some 4 and a half miles away to the South West and probably called from its bearings. The first considerable crossing turned out to be Little Brook and although the Governor did not get the exact history of this he thinks it probable that it is the other brook which runs into the Straits near Half Way Brook. Near this is the Goose Pond and a Camp well known to the local trappers. The crossing of Big Brook proved to be a double crossing. The stream was a broad one but tolerably shallow and by going over big stones it was fairly easy to get across without getting wet. After crossing the first arm the traveller is apparently on a large flat island and has to cross again a rather rapid but less wide river over heavy boulders below which the stream opens out to the South East in a big steady, sweeping run to the northward and joining the main course of the river: quite an interesting crossing and suggestive of salmon which are understood to come up in numbers further than this point. Here it was possible to get an idea of the course of Big Brook which comes out at the Straits of Belle Isle about 14 miles along the coast from Eddy's Cove. After perhaps another half an hour of heavy walking the party came to an unnamed muddiek by numerous ponds where they decided to stop for the first mug-up and it is fair to say that this stop for nearly an hour put considerable life into them; the guides especially seemed to respond at once to the influence of a good cup of tea and something to eat. Meanwhile the day kept very fine though the wind was gradually rising to the proportions of a gale. It was bad for walking but it had the advantage of keeping away the flies. It would be wearisome to repeat the rather monotonous details of the march in this section; the trail was twisted a great deal by various ponds and intervening bits of water till at last after sighting what was well known to the guides as Dick Saunders' Pond (Dick Saunders was a well known old guide), the party began to lose their way. It is very easy at first to find fault with a guide for making a blunder of this sort but an acquaintance with Newfoundland in walking and shooting, even round St. John's, shows how easy it is to lose one's bearings in little bits of heavy wood and hollows and this is probably what the guides did, for from the point when at a moderate distance through the trees Dick Saunders' Pond was first seen the party wandered for a very long time over a dry moss country following caribou tracks, occasionally striking fair sized ponds, until at last it became pretty evident that they had turned on their tracks, for when the afternoon was fairly advanced they came to a considerable pond of peculiar shape which was pronounced definitely as Dick Saunders' Pond. They now worked down the west side of the pond and evidently somehow across their old

trail to Shellback Pond which was another well known to them. Here they pointed out Rocky Marsh and Watt's Wood said to surround the pond from which a river ran to Watt's Bight. Evidences of the Rocky Marsh seemed to be struck in various dry beds of ponds giving a passage over rocks, which after all were better walking than very much of the bog and moss ground which the travellers had met so far. After crossing Stag Pond they wound in and out amongst ponds in the open and then through some bad scrub and finally into a delightful wood on higher ground over which they appeared to make considerable progress; but at the hour when they ought to have been getting out on Hare Bay, Lemaire was not yet able to find Indian Pond. Their objective during the whole afternoon had been the track through the Green Woods and now Whelan admitted that he had seen the beginning of the Green Woods at the first mug-up about three miles away and that the party had been passing up and down part of the woods for the whole afternoon though he did not like to interfere with his fellow guide. It was striking the wood at an unknown point that had thrown Lemaire out. The unfortunate part of it was that darkness was now falling rapidly and things began to look rather serious as the party were not prepared for an extra night in the open. However, fortunately, just as darkness fell Lemaire struck what he knew as Indian Brook and following it up brought his party to Indian Pond where any risk of actual loss was now at an end. Yet on the whole the direction taken must have been pretty good; the line on the map shows that they were not so very far out of their course; but it had taken them a long time.

Here the worst part of the journey was to come: there was only one way in which the guides could certainly strike the trail and that was along the edge of the pond which was said to be about a mile and a half in length altogether. It was now dark and the party began to try and make their way across the outlet of Indian Brook and along the shore; but boulders and darkness made it almost impossible; after 100 yards or so a slip brought one down into the water wet up to the knees and then there was no object in doing anything but beat down the edge of the pond over the rocks and in the water. This was fatal to one who had been walking dry foot and very bad for rubbers and skin boots: that bit of walking damaged everybody's foot gear. For a mile it continued, with the wind three parts of a gale lashing the water up against the legs. It certainly was a relief to get to the cutting of the trail through the Green Woods. It now was easy to see the line for possibly a mile or so ahead. Here the Governor was in a difficulty; he had appointed to meet a boat and party from St. Anthony at the arm: that was still 6 miles away; it was quite dark and the question arose whether it was possible to follow the trail, which the guides at first reported as straight. Indeed after debating the matter the Governor actually followed the trail for some distance, but then he fortunately took counsel again and arrived at the conclusion that the guides could not be certain of the trail for more than a mile or so, that afterwards they might get lost and be very much worse off than they were. Though reluctant to give up all chance of meeting his party the same night he retired to the tilt. The disappointment of failing in the day's object was great and even the cheery Lo Whelan lost all heart after the waiting and disappointment. The tilt would have been con-

comfortable enough in winter but was very hot as soon as a fire was lighted for the cooking. The first idea was to let the fire burn all night but it was wanted for drying the wet things and it was important to be ready for a start in the morning. The bit of night which followed therefore was most uncomfortable.

By daybreak the party were up and got a snack and pushed on. It then became apparent how foolish it would have been to go on in the darkness. It was not long before the path broke over a marsh, not for very long but sufficient to have thrown any one completely out at night in his reckoning. Then again came a well marked track for a considerable distance, not good walking however, because of the stumps and trees and all sorts of little pit falls. After about 2 miles the woods ended and the track came out into the open at a point where Lemaire showed the Governor what he called the "bottomless pit." From this point the track would round a number of ponds and over another large marsh for a mile or more. On the right Little Indian Pond was pointed out: here the going was over very bad country, very much like that of the previous day on the other side of the peninsula, full of numerous ponds and marshes as far as eye could see. At last at the end of the marsh one comes across the komatik poles again and a little further there is once more a track cut through the woods, this time right down the hill, a very sharp declivity, to the North West Arm of Hare Bay.

Here the adventures ought to have ended but the storm which had affected the walk the previous day had blown off the boat from St. Anthony and made it impossible for it to get up the arm in time. It may therefore be of interest to explain that the Governor and his party had now no alternative but to walk to Locke's Cove where they thought they might hear of something. Locke's Cove is a little settlement some 5 or 6 miles down the Bay by water but involving a long and tedious tramp round all the indentations of the bay if the traveller has no boat or the ice and dog team of the winter. This had to be faced and a tribute must be paid to the pluck of Lemaire who went on in front in order to gain time and intercept any news of those who were coming to meet the Governor. All is well that ends well: in due course the meeting was effected and the Governor describes his relief at having a good wash and brush up at Mrs. Elliott's at Locke's Cove before he parted with his guides and moved on to St. Anthony. The guides seem to have returned almost immediately but they told Mr. Richards that on arriving at Indian Pond they struck a very much better route homewards coming out at the mouth of Big Brook and then along the shore.

The Governor describes the country over which he travelled as unlikely to be at any time of any agricultural value: although at Indian Brook, that is to say towards Hare Bay they found themselves in a splendid bottom which might be good agricultural land. Possibly the fact is that on the Hare Bay side of the island there are fair agricultural possibilities. The drop from the highest point to the level of the water at Hare Bay is considerable and from the level ground at the top of the hills the country appears to fall away gradually to the westward. Apparently from about the Rocky Marsh the incline to the westward becomes more decided and streams from that point for the most part run towards the straits of Belle Isle. In the centre of the country traversed are some fine mosses where there were many tracks of

caribou. The ponds are well known to the trappers for the geese, shell-backs and other water birds but no beavers were noticed on the walk. The amount of general game seen was small; a few grouse (partridge) and one or two foxes. Yet the country looked to be a good game country and it was perhaps impossible to gauge it properly in the course of so rapid a journey.

Generally speaking it is a bare country, largely, as has been seen, marshy: at points with a perfectly extraordinary network of ponds and marshes, elsewhere the characteristic moss areas of the Newfoundland barrens: for the most part bare of woods, though there are considerable stretches of scrub: several of the nudlicks already referred to are nice little woods; beginning with the Green Woods towards Hare Bay there is much more tendency to good spruce and fir wood. All land to the west of Indian Pond, gives one the idea of being swept by the North West winds—the vegetation is stunted. The plants are much the same as those noticed in other parts of Newfoundland but very much fewer in number: few of the ordinary azaleas, few of the *calmia*, few of the rhododendrons; cotton grass, asters, *cistus*, etc., but nothing remarkable was noticed. Very little if anything was seen in the way of butterflies or moths, but the weather might partly account for this; in such high wind they try and lie close.

It is astonishing how a walk like this is devoid of exciting incidents. It is on the whole just hard sloging to get through by a given time, varied by stumbles and occasional full length falls due to broken ground or the traps that always lurk in moss and bog land. Nor does such a country as that over which the party passed hold any special promise of romance. As soon as the unknown track is faced it becomes more or less ordinary. There is a different feeling altogether in looking at the frowning hills which back the coast near the River of Ponds and Parsons' Pond, etc. There one looks on woody fastnesses which rarely have been penetrated, hears vaguely of such lakes as Spottiswoode Lake and possible connection with the East Coast and can imagine behind the mysterious range all sorts of wonders which are still there for the explorer and the geographer to reveal.



LANDING CAPTAIN AT TOUSAIL.

K. of C. Memorial School.

By Cyril J. Cahill, State Deputy for Newfoundland.



K. OF C. MEMORIAL SCHOOL

OCTOBER 12th, "Columbus Day," 1921, witnessed the formal opening of the K. of C. Memorial School erected by Terra Nova Council, No. 1452, Knights of Columbus, of St. John's, as a Memorial to the noble, gallant and devoted brothers of the Council who made the supreme sacrifice in the Great War. The names of those who fell on the field of honor are as follows:—Captain Augustus O'Brien, Captain Frank Summers, Captain James Donnelly, Lieut. Frank Burke, Lieut. Stephen Norris, Sergeant John Fitzgerald. They were of our very noblest and best, and at duty's call they went serenely forth ready and willing to shed their life's blood to protect the weak and oppressed and in defence of right and justice. Crusaders were they, brave, gallant and chivalrous Knights, truly exemplifying in the brief but glorious span of their young lives the great principles on which our noble Order is founded—Charity, Brotherly Love and Patriotism.

"His arm is still that struck to make man free,

But let no cloud of lamentation be,—
We keep the vision of his chivalry."

Yes, thank God, we do keep the vision of their chivalry. Their names are graven in letters of brass on the Memorial Tablet, but not more lastingly or enduringly than is written the memory of their noble sacrifice in the hearts of their brother Knights of Columbus. And it is with a solemn, tender and loving pride that we claim the privilege of honoring them in a particular manner as Brother Knights, and we their fellow members of Terra Nova Council have reared this building as a monument to their sterling patriotism, in admiration of their steadfast courage and devotion to duty even unto death, and as a symbol that the memory of their glorious sacrifice will not lightly fade but will be treasured for all time in the hearts of their fellow countrymen.

"Weep not the wasted life
Of him who shrinks from the strife,
Shunning the path that the brave have trod,
Not for the friend whose task is done,
Who strove with his fate to be meaning's son,
Up and up to his God!"

That the memory of our dead heroes should be fittingly honored is but in keeping with the spirit and tradition of the Order of Knights of Columbus, which created an enviable record in the United States and Canada by its work during the war, when it had the disbursement of nearly fifty million dollars in comforts, entertainment, recreation and instruction for the soldiers, all being done under the justly famous motto: "Everybody welcome; everything free." But the Order's service in this particular did not cease with the war but has continued right up to the present time. Knights of Columbus Employment Bureaus in the principal cities of the United States at the end of 1920, when they were finally discontinued, had placed in positions some 300,000 ex-service men: 440 Scholarships in 36 Universities and Colleges were awarded returned soldiers, and at the beginning of the present year 125 K. of C. Evening Schools, free to ex-service men, were in operation with a total enrollment of about 100,000 students. Lastly a sum of five million dollars, representing the final balance of the Order's War Fund, was this year set aside to be devoted to the comfort, entertainment, instruction and education of the returned soldiers still in Hospital. It should be here noted that as in the case of their war work all the above has been extended by the Knights of Columbus to the returned soldiers absolutely free of charge and altogether irrespective of race or creed.

That this Memorial Building should take the form of a School and be a valuable aid to the progress and advancement of Catholic Education in Newfoundland is also fitting and proper, because it is in the field of help and encouragement to Education that the Knights of Columbus have perhaps accomplished

most—as witness the Order's magnificent gift of one million dollars to the Catholic University of America at Washington. This, of course, was the gift of the Order as a whole, but in addition have been the literally thousands of educational efforts of the individual Knights of Columbus Councils scattered throughout the United States and Canada. Schools built, Colleges and Universities aided in various ways, Chairs endowed, Scholarships awarded. It should be a matter of just pride that our local Council has now added another record to the educational achievements of the Order.

In closing a few words descriptive of the Building itself, which is really the most up-to-date and complete structure of its kind in the country, may not be out of place. It is a very handsome structure, 63 feet by 68 feet, forming a western wing to the Academy of Our Lady of Mercy. It is three stories in height and built of reinforced concrete. Twelve Classrooms, each 24 feet square, provide accommodation for 480 pupils. Each Classroom has a special stationery accommodation closet attached and contains an electric clock. In addition there is a large Auditorium, 25 feet by 70 feet, part of which can be converted into a first class gymnasium. A special feature is the Domestic Science Room for a class of twenty, fitted with gas, hot water, and all modern appliances for this branch of training. A Dining Room is attached. The building also contains three Dressing Rooms and seven Music Rooms. There is a special Toilet and Lavatory for the classrooms on each floor, both walls and floors of which are finished in white tiling; whilst on each landing is installed a sanitary Drinking Fountain. The interior of the building is handsomely fitted up, plastered, and finished in light oak, with hard wood floors. Over two thousand feet of Blackboard is laid in the walls. Fire alarm systems and call bells, together with thorough fire protection in the shape of hose and stand pipes have also been installed. The roomy basement houses a smoke-consuming Furnace of the latest design, and generally nothing has been left undone to secure the greatest degree of security and comfort for pupils and teachers. The

main vestibule is very handsome, with the flooring finished in coloured ceramic tiles and the walls with woodwork of light oak. The glass panels in the doors are hand-painted, the work of the Sisters of Mercy. Over the main entrance on the outside of the Building appear in marble letters the words:—

K. of C.

MEMORIAL.

The Architect was Mr. Jonas C. Barter and the building was constructed by Messrs. Pidgeon & Murphy. Mr. W. J. Ryan installed the plumbing and heating apparatus, whilst the painting was executed by Mr. Charles Gamberg. The plastering contract was carried out by Mr. William Payne. In the Auditorium may be noticed several beautiful drop curtains the work of Mr. Dan Carroll.



✻ The Lowest Room. ✻

By G. M. S.

UNFORTUNATE I thy servant, Lord,
With my tea, good deeds got for thy sake
Nor that I fear thy righteous laws to break;
I hearken not, and yet I keep thy word.
I ought to wander by no flaming sword—
No road divine—the narrow path I take;
Driven by blind instinct that its ways must make,
I heed not the bidding yet draw near the board.
Surely streams of wage for sin as I,
Who their own will in doing thine obey;
Yet who the measure and the scale can try
That would reward the workers of an hour
As those who labour all the long day?
And some praised must not, never, like the flower



K. OF C. MEMORIAL SCHOOL BUILDING COMMITTEE.

[H. Cassidy Photo.]

Top Row—W. J. Ashley, L. G. Higgins, W. Murphy, R. T. McGrath, L. J. Ginn, F. T. Fildes, J. J. Sinnott, C. J. Fox, P. J. Brown, I. Kennedy, E. M. Cahill

Second Row—P. O'Mara, T. A. O'Dea, W. S. Dunphy, L. E. Emerson, J. Bindon, T. J. Redmond, W. P. Shortall, Hon. M. T. Gibbs, J. P. Kelly, M. M. Walsh, N. L. Wadden, T. E. Armstrong, M. E. Cad

Front Row—P. O'Driscoll, W. Howlett, J. Fitzgibbon, M. J. Mahony, C. J. Cahill, His Grace Archbishop Roche, W. B. Comerford, J. F. McElroy, Dr. V. P. Burke, Rev. Dr. J. Carter, J. J. Fidgeon

Governors I Have Known, And Some of Their Outstanding Characteristics.

By Alex. A. Parsons, J.P.

ARTICLE VII.

SIR RALPH CHAMPEYNS WILLIAMS, K.C.M.G.

THERE is one thing in Williams I still like, and that is that on manners he lectures our countrymen gratis. Not precisely so either, because, for a rarity, He has paid for his toads in immortality. Now he may overcharge his colonial pupils. But you'll grant there's a good deal of truth in his strictures. And I honor the man who is willing to sink Half his present repate for the freedom to think, And, when he has thought, he has a use strong or weak. Will risk (other half) for the freedom to speak. Caring naught for what vengeance the mob has in store, Let the mob be the nipper ten thousand or more! There are truths we colonials need to be told, And it never ill befitteth to stagger and cold.



OVEROR WILLIAMS, who succeeded Sir William MacGregor as the King's representative in this dominion was born in 1848 in Carnarvonshire, North Wales, at the little village of Landdeiniolen, of which his father, the Rev. F. R. Williams, of Treffos, Anglesey, was Rector. Sir Ralph received his education at Rossall, and married Jessie Dean in 1875. He was actively employed up to the time the latter interesting event took place, having been on exploration service in Patagonia in 1873-74, and for some time subsequently.

In 1883-84 he had similar employment in Central Africa and became head of the Civil Intelligence Department of the Bechuanaland Expedition in 1884-85, during which years he was also special correspondent of the London *Standard*. Governor Williams received an appointment as British Consular Officer of the South African Republic in 1887, and as First British Agent of the South African Republic, with letters of credence, in 1888.

He was appointed Colonial Treasurer of Gibraltar in 1890, and to the associated office of Captain of the Port of Gibraltar in 1895. Four years previously he received a silver medal and vellum certificate from the Italian Government for service in connection with the wreck of the s.s. *Utopia*. He also served four years as Colonial Secretary of Barbadoes, with a doctor's commission as Proconsul. In 1908 he went to the Windward Islands and there reigned supreme till 1909, when the Colonial Office made him Governor of Newfoundland, where he remained till 1913. Then he became President of the Second League of Defence for the War in British East Africa, but was invalided the following year, receiving on his departure for home the thanks of the Governor and the General Officer Commanding. Sir Ralph is the author of two books—"The British Lion in Bechuanaland" and "How I became a Governor." Of the latter, which he published in 1918, I shall have something more to say further on in this article.

My first personal acquaintance with Governor Williams was made under such circumstances as I shall not soon forget. His Excellency's predecessor had instructed me to keep a warden and some prisoners regularly employed on the grounds at Government House, and I called there one morning shortly after Sir Ralph's arrival to see what special work, if any, he wished them to do. Entering by the back gate, I walked up the avenue till I approached the building, where I found an unusually big man, with his hands well down in his breeches' pockets moving about apparently in no very amiable mood. Not having seen His Excellency before, and without knowing what manner of man I had to deal with, I advanced to meet him with my perceptive faculties on the alert. In a moment he became conscious of my presence and, suddenly stopping, looked me over with a frown on his ordinarily not unpleasant face, as if to say: "Well, what do you want here?" I begged pardon, hoped I did not intrude, and proceeded to explain the object of my visit. Sir Ralph immediately relented and, assum-

ing a more friendly attitude, went on to express his dissatisfaction he felt with the condition of his surroundings.

"Just come in here for a moment," he said, "and go round around. Did you ever see things in such a bad—bad mess in all your life? They've been putting in coal and the whole place is covered with dust and dirt. Even the windows hanging, and blinds are falling to pieces through age and rotting, and the annoyance part of it is that nobody seems to care a penny about it all. What are we going to do. Lady Williams has arranged for an 'At Home' in a day or two, and you can imagine how she must feel. The furniture and carpets filthy. Only see here, and, snorting, she takes me for the wall. He rubbed the palm of his right hand across a table in the hall and turning to me, explained, with dramatic emphasis, "Look at this—this as black as hell!" I refrained from saying more



SIR RALPH C. WILLIAMS, K.C.M.G.

way to the Department of Public Works, and if he had no objection I'd speak to the obliging superintendent, who would I felt sure put things in order without delay. He requested me to do so, and I did it with the desired result. After the "At Home" took place at the appointed time my friend had an unqualified success.

I met Sir Ralph frequently after that, and managed to get along with him fairly well, but I do not regard him as the most genial Governor I have ever met. He was prone to sarcasm and to say embarrassing things when least expected, perhaps he is so still. For instance, at his first reception here I think it was among the callers were two prominent anti-*Prohibition* both members of the Social Service Committee and *Prohibitionists*. They, of course, warmly shook hands with His Excellency and proceeded, in a leisurely manner, to extend to him their hearty congratulations. Whether he was anxious to have the reverend gentlemen move on, or whether he had to



SIR RALPH G. WILLIAMS PROCLAIMING HIS MAJESTY GEORGE V
FROM COLONIAL BUILDING, MAY 9TH, 1910.

partake of his hospitality with as little delay as possible, I am not prepared to say. But, be that as it may, bending towards them in his usual patronizing way, he said, quite audibly to all near him: "Go right up to the buffet in the next room and have a whiskey and soda—I'll see you again!" Did they go? I cannot say for certain, but I presume not, as I saw them, shortly after, leave the building in what appeared to me to be a very thoughtful and suggestive mood.

Governor Williams had a good many important public functions to attend and preside over during his term of office and almost invariably, rose to the requirements of the occasion. On the 6th of May, 1910, intelligence reached us of the death of King Edward. We are, it goes without saying, a patriotic people and loyal to old memories. His visit here in 1860, when Prince of Wales and little more than a boy, was still fresh in the recollection of many, so that his loss was keenly and personally felt. I distinctly remember to have seen him land at the King's Wharf, and to have joined the great procession of citizens which accompanied His Royal Highness to Government House. He occupied the Governor's carriage and sat

Day. Never did anything happen more fortunately or smoothly. Direct electric connection was established between the foundation stone and a room in Buckingham Palace, and at a moment the King was to touch a button in England which would lower the stone into its place in Newfoundland. The stone, freed, brought it to almost 12,300 feet in St. John's, and a fitting ceremonial was arranged for it.

Governor Williams was bold enough to take it for granted that everything would be practical to an extent, and at one minute to the time fixed he had the brigades called to attention, the massed bands ready, and then, turning to the people, he said: "In a few seconds His Majesty the King will touch a button at Buckingham Palace which will lower that stone to its place. He will be with you Newfoundlanders on this Coronation Day in sympathy and in action, as you are in sympathy with him. Raise your hats in honor of His Majesty."

He (Sir Ralph) then turned towards the stone, and on the instant the big gong rang and the stone descended quietly into the place in which he had laid the mortar to receive it. A burst of cheering broke out, the brigades presented arms, the bands



LAYING FOUNDATION STONE OF KING GEORGE'S SEAMAN'S INSTITUTE, CORONATION DAY, JUNE 22ND, 1911.—THE STONE WAS BROUGHT BY THE KING THROUGH AN OLD DRIFT BUTION AT BUCKINGHAM PALACE AND COMPLETED BY SIR RALPH C. WILLIAMS.

between the Duke of Newcastle and Sir Alexander Bannerman, the latter being then Governor of the Colony.

But to return to Sir Ralph Williams and his movements. During the year after his arrival, on the said 6th of May he had the honor of proclaiming the accession of King George, which he did in the Legislative Council Chamber in the presence of most of the members of our two Houses of Parliament and a large number of prominent people. He afterwards read the proclamation to some thousands of citizens from the steps of the Colonial Building—a picture of which is here given—and, later in the day, to six or seven thousand children in the Prince's Rink, where he addressed them at some length. It was his lot as Governor to proclaim both the accession of King Edward and King George—the former previous to his appointment to Newfoundland.

It is not too much to say that we excelled ourselves in our celebration of the Coronation of King George in June, 1911, and were peculiarly honored in the fact that His Majesty himself took a personal part in our doings. A very large sum of money had been collected by Dr. Grenfell for the erection of a Seaman's Institute on a most extensive scale, the foundation stone of which His Majesty consented to lay on Coronation

Day. "God Save the King" and many other of their old King British Empire did the King and Queen get, and during, loyal and real outburst of enthusiasm that had at that moment about His Majesty so honored us.

Shortly after the Coronation Sir Ralph left us for England, where he spent some thirteen weeks, returning on the 14th of October, 1911, for the second half of his four years of official service as our Satrap, during which he completed his tour of the Island, embarking in the *S.S. Eborica* for over a month's trip. This is what he says of it: "Our journey carried me to the whole of the West Coast and all of the South Coast, and the beauty of the coast-line and of the many bays in it struck me with fresh admiration. There is nothing in Scotland which can exceed the charm of Bonne Bay, Fournie Bay, and best of all, Hermitage Bay, and the whole coast-line reveals fresh beauties to those who explore it." In May 1912, he visited Toronto to pay his respects to the Duke of Connaught, and in July he again visited Canada, going to Halifax in H.M.S. *Stipps* to be officially present at the opening by His Royal Highness of the Memorial Tower.

Let me here quote a few extracts from Sir Ralph's book on "How I Became a Governor." The sarcastic and amusing

his neighbour's flock and her rector. Said she: "Parson, I've got a beautiful new sewing machine since you were here last, which does all my work in half the time." "Take it away," said the parson, "it is the work of the devil." "Oh, but, parson, why do you say that, when it saves my poor fingers?" To which his reverence replied: "I am only saying what you say when I try to improve the services of the Church and make them brighter; you tell me that my changes are devil's work." "But surely, parson," was the reply, "that's different. My sewing machine is just my sewing machine, but our religion is as it was in the beginning, is now, and ever shall be, world without end. Amen!"

Nor does Sir Ralph omit to have a fling at us politically. He reminds us that it is the fashion in England to imagine Ministers of the Crown in Newfoundland to be corrupt to the core. But he tries to soothe our feelings somewhat by telling us that his knowledge of Canada, Australia and South Africa leads him to think that Newfoundland is neither better nor worse than the other self-governing colonies of the Empire in its administrative methods. The doctrine of "the spoils to the victor," he assures

"How good it must be
To be an M.P.
And find when one needs a change, a day or so, a place,
With a free railway pass,
And can travel first class,
While ordinary folks pay their fare and sweat;
"Therefore we agree
That to be an M.P.
Is a very good scheme, unless, of course,
Times do, shall the judge,
Of an election price,
And the *lecter* they bring on, you know!"

"Broadly speaking," says Sir Ralph, "every election in every constituency here turns on local matters, the erection of bridges, the sinking of wells, the establishment of a ferry, the subsidizing of a local steamer and other little knotted ribs. Every soul in the colony is painfully cognisant of the fact that the enormous sums voted each year for the repairs of roads are largely thrown away, the money being simply *allowed pro rata* to each district, and then divided up in payment for nominal labor on the roads, which the evidence of one's eye-sight proves to be purely



† SIR RALPH WILLIAMS AT CHILDREN'S FESTIVAL, GOVERNMENT HOUSE GROUNDS—IN HONOR OF THE CORONATION OF KING GEORGE AND QUEEN MARY—5,000 CHILDREN WERE PRESENT.

us, prevails in Newfoundland just as it does elsewhere, and to this extent the system is bad. He believes the bad reputation Newfoundland has got is due to the extraordinary oblique ideas which the electors at large have of their political duties and responsibilities. "Electors give no thought to genial principles of policy, of which they know nothing. For them it is simply a case of the 'ins' and the 'outs.'"

Then he reminds us of the exalted and enviable position of Members of the House of Assembly, and we recall the lines of the poet:—

"How nice it must be
To be an M.P.,
And earn twelve hundred a year (tax clear),
And stand up and speak
For an hour or a week
While other M.P.s cry "Hear, hear," and cheer.

"How grand it must be
To be an M.P.,
And enactments sagacious and wise devise,
Or vote blithely away
Half a million a day,
While taxpayers economise with sighs.

chimerical!"

Then Sir Ralph goes on to relate a case which completely illustrates "how thoroughly the Newfoundlander expects to be paid for his labor in conveying his food on his fork from his plate to his mouth." This is precisely how His Excellency puts it:—"A pitiable wail comes to me of the terrible hardships endured by a small settlement in the Colony, due to lack of drinking water, and application was made for a Government grant of eighty dollars in respect to it. The petition, drawn up by a minister of religion, detailed how, by a little labor on a well, abundant water could be procured to meet all necessities, and implored the Government to step in and avert the horrid consequences of thirst which were so imminent. The well was necessary to provide water for the people to drink; the duty of the Government was to pay wages to the men for providing themselves with water, and there was the whole matter in a nutshell. I do not hesitate to say that unless that settlement was subsidized to the extent they asked, they would at the following election have voted against the Government to a man. It is a fact that some years ago a Prime Minister of Newfoundland, in asking for money to relieve distress, which he painted as acute almost to starvation,

in a certain district, read out a letter from a clergyman who wrote that the conditions were so terrible that, if relief did not soon come the people would be compelled to draw out their money from the savings bank to enable them to support themselves. This grotesque appeal was fortunately too much for even a Newfoundland Legislature."

Touching the matter of titles, Sir Ralph "lets the cat out of the bag" in the following manner:—"One of the most tiresome of a Governor's duties is the power that he holds in the recommendation for honors at the King's hands. He is not infrequently harassed by local gentlemen, who insist on seeing him personally, and urging upon him the desirability of getting something for them. One persistent applicant badgered me for a C.M.G. in season and out of season, but all to no purpose; ultimately, however, obtaining his reward by catching my *locum tenens* napping during my absence, and persuading him into putting his name forward with a successful and triumphant result."

But I must not exhaust the patience of my readers with these quotations. Just one more from page 132 and I shall pass on:—

There was a very general routine in all towns of the Colony when the Governor visited them. An address and speeches, of course, for the Newfoundlanders loves speeches, and will listen with endless forbearance to the most dreary of them. One un-failing duty which must never be omitted was a visit to the churches of the several denominations and; if possible, to the schools. After the usual round there was something of a luncheon or tea gathering, the latter being preferable, inasmuch as local option was in force in most places, and a heavy meal at mid-day with raspberry vinegar or liquors of a kindred nature, to refresh one's tired senses, was not invigorating. It was quaint to hear a hospitable gentleman rise in his place and call out: "Ladies and gentlemen, I ask you to charge your glasses with milk and water." As one of my staff said: "It would have been all right if there had been any milk, but the Governor was so thirsty after his speeches that he drank it all up at his end, and there was nothing but water left for us." It is, perhaps, better to be dry after one's speeches than in the delivery of them.

When Sir Ralph Williams holds the mirror up to nature and to man, Newfoundlanders will be excused if they shrink from contemplating their features as Sir Ralph reveals them. To exaggerate the littleness of human nature, to dwell on the shortcomings and the failures and the weaknesses of man, and to flout and jeer, or, still worse, to ignore those greater and grander elements which are, after all, the dominant forces in human affairs, may be useful, but it is a thankless task from which most men would recoil. Sir Ralph, however, revels in that task, and is so happy in the doing of it that it is impossible to disturb his equanimity, or at all events, the composure with which he contemplates his handiwork.

It is not merely that he does not appreciate those deeds of high enterprise which make up so large a portion of the romance of "Greater Britain;" they absolutely fill him with contempt if not with loathing. He will say, no doubt, that he sees the reverse of the medal, and that everything has its seamy side, that he is just as faithful an observer and accurate chronicler as anyone else, although in his survey he only sees that which is unworthy and mean, where others see the chivalrous exploits of our brave and brawny toilers of the sea. That, no doubt, is true, but it is all a question of perspective, and it is not the mean and the base things of the world which should occupy the centre of the picture; they are but the shadows which bring into clear relief that which is good and noble and of eternal fame.

And yet Sir Ralph ought to be taken seriously. There is much good of a certain kind in him, and if he could only take himself seriously, instead of perpetually mocking and jeering at his own ideas, he might still be useful in some capacity or other. I admit that he has been useful in many ways, but no man has been so unmindful of the precept "Let not your good be evil spoke of!" It indeed his pride and special delight just to do that same thing. Sir Ralph is no idealist of the ordinary type. He has run a tilt at many windmills and has gone on the war-path against as many of the savages of civilization as any man that can be named. That is only one more

of the paradoxes with which Sir Ralph's character abounds. There is about him a certain impishness which is so distinctive and so unique as to obscure his more sterling qualities. The joy of making mischief—what the Germans call "Schadenfreude"—is so strongly developed in him as to continually interfere with the execution of the undertakings which he conceives in his graver moments.

When Sir Ralph undertakes to gratuitously ridicule the people of Newfoundland he gets beyond his depth. Mistakes in minor matters are permissible and unavoidable. Mistakes in supreme matters are not. A captain may make many blunders in navigation and yet bring his ship safely into port; but if he persists in putting out to sea with a big leak in his vessel's hull, that is a kind of mistake for which nature ruthlessly exacts punishment.

There is no need, however, to dwell upon this unpleasant feature of his reign here any further.

There are spots in the sun, and Sir Ralph, being but mortal, has his failings, as I have shown, like the rest of us. We might have wished that his shortcomings had been in connection with his official career in any other Dominion; but these things are beyond our choosing. Besides, even now there are many who still believe that, before the end comes, Sir Ralph may wake up to some sense of the wrong he has unwittingly inflicted upon the people of this Colony. He is seventy-five, but "while the lamp hold out to burn" hope still lingers.

Yet, with all his faults, Sir Ralph Williams is a remarkably good speaker. In those days he was always ready to make a speech, and seemed to have at his command a vocabulary to suit his subject. In November, 1911, I had an opportunity of knowing this from actual experience. On the 8th of that month accompanied by a large number of public officials and prominent citizens, he went out with a good deal of pomp and circumstance, on a special train to open the Bonavista branch of our railway. The Reid-Newfoundland Company had the cars amply furnished and supplied for the auspicious occasion, and the whole affair passed off in a highly successful manner. What struck me most of all was the marvellous resourcefulness of His Excellency. At every stopping place along the line he delivered an original address, generally at one of the halls or school-houses, and when these were not available, he spoke from the platform of his car, rising to the requirements of the occasion every time and eliciting loud and prolonged cheering. But there were many marked differences between Sir William MacGregor and Sir Ralph Williams—

The one was deep and slow, exhausting thought
And hiving wisdom with each studious year,
In meditation dwelt, with learning wrought,
And shaped his weapon with an edge severe.

The other fire and fickleness, a child
Most mutable in wishes, but in mind
A wit as various—gay, grave, sage or wild,
Historian, "sport," and orator combined.



Company.

By G. M. S.

FRIENDS crowd my path and hedge my ways.

I who of late had friends but few;
Yet lonelier than in olden days,
I something miss that then I knew;

When longing for an absent face
My life found sweetest company;
Was full with its ungranted grace—
Rich with its treasured dearth of thee.

The Wonder and The Man.

A LITTLE PARABLE.

By P. Florence Miller.

THERE was a Wonder under the sun. And there was a Man. But the Man's vision was so dim that he could not see the wonders of the Wonder.

All day in the Mart where Existence is won, men talked about the wonders of the Wonder. The Man, listening contemptuously, marvelled much at the ravings of men with whom the Wonder had dwelt, but when he saw the adoration of men who had never housed the Wonder he marvelled more.

And now it had been revealed unto the Man that the Wonder was coming to dwell with him.

And the Man could not see the wonders of the Wonder.

To speak truly, the Man was inclined to be a little impatient at the Wonder; for, in the Quest of it, Beauty had left his side to go upon a lonely and fearful journey into a Valley-Place.

And the Man was apprehensive for the safety of Beauty, for Beauty was very dear to his heart.

In their tiny halls the Fairies were in conclave.

It was very awful to think of the Wonder's going to dwell with the Man whose vision was too dim to see the wonders of it.

Small brows were puckered, and little gossamer wings drooped as the Fairies discussed the wisest way to help.

"I have done my part," said the Fairy of Life. "Long ago I gave him a key to my Kingdom, and he has all ways used it very wisely."

"And I have done mine," said the Fairy of Love. "Sometime ago I showed him the pathway to my Throne, and he has never lost his way."

So, one after one, all the little people testified to the merits of the Man whose vision was still too dim to see the wonders of the Wonder.

The Fairy of Announcement stood a-tiptoe with excitement at the door.

"You must act quickly," she said, "for Beauty has gone down into the Valley, and will return, bringing the Wonder in her arms."

In the background there hovered the Fairy of Possession, with a little basket on her arm, and such a wise, wise look on her quaint little face.

"I am going to the Man," she said, "for I am the only one who can help the Man to see the wonders of the Wonder."

The end of her speech was quite lost in a clamor of

sweet sounds, as all the Fairy bells pealed forth a welcome.

The Wonder had arrived.

The Fairy of Announcement flew to her task, and was a trifle breathless as she reached the door of the Man's room.

"Beauty has gone down into the Valley" . . . she chanted, and paused to catch her breath.

The man braced himself and waited.

"And has returned carrying the Wonder in her arms," finished the Fairy of Announcement.

The Man bowed his head upon his hands. His thoughts were all of Beauty. He could not even think of the wonders of the Wonder.

The Man felt a light touch upon his sleeve, and there was the Fairy of Possession, with a little basket on her arm, and such a wise, wise look on her quaint little face.

"Come," she said. "I am going to take you to the Wonder."

The Man stumbled to his feet. What was all this talk about the Wonder! He thought only of Beauty . . . and his eyes were very dim.

The Fairy of Possession was fumbling in her basket. Presently she produced what seemed to be a very ordinary pair of spectacles.

"Let me put these on you," she said. "They are magic." Wonderingly the Man stooped before the tiny figure. Then she bade him shut his eyes, and she led him to the place where the Wonder was.

And behold! A new-born baby, with crumpled rose-leaf fists, and little eyes of wonder blinking out on a strange new world. And a wondrous rosy light shone over the place where the Wonder lay. And at last the Man saw the wonders of the Wonder. He fumbled at his eyes.

"It is the spectacles that are rose-colored" said the Man as a last concession to the dimness of his vision. But lo! There were no longer any spectacles, for they had melted with their rosy light into his eyes; to stay. And always now the Man, with blessed three-fold vision, would see the beauty of Beauty, the love of Love, and the wonders of the Wonder.

Above this private Bethlehem a little Christmas star flowered on the evening sky, and twinkled gleefully. And the blessed Fairy of Possession, happy in being so completely forgotten, slipped away on the last bar of sunset-glory, with her little basket on her arm, and such a wise, wise look on her quaint little face!

❧ Four Minatures by Baudelaier. ❧

(The French poet Baudelaier was an artist in symbolic writing and of coloured pencil prose. The following studies are typical of his best work. The first two were translated by F. P. Stumm the others by Arthur Symonds.—Ed.)

CHIMÆRAS.

Beneath a bound grey sky, upon a vast and dusty plain devoid of grass, and where not even a nettle or a thistle was to be seen, I met several men who walked bowed down to the ground.

Each one carried upon his back an enormous Chimæra as heavy as a sack of flour or coal, or the equipment of a Roman foot soldier.

But the monstrous beast was not a dead weight, rather it enveloped and oppressed the men with her powerful and elastic muscles, and claved with her two vast talons at the breast of her mount. Her fabulous head, reposed upon the brow of the man like one of those horrible casques by which ancient warriors hoped to add to the terrors of the enemy.

I questioned one of the men, asking him why they went so. He replied that he knew nothing of her, he nor the others, but that evidently they went somewhere, since they were urged on by an unconquerable desire to walk.

Very curiously, none of the walkers seemed to be irritated by the ferocious beast hugging at his neck and cleaving to his back; one had said that he considered it as a part of himself. These grave and weary faces bore witness to no despair. Beneath the splendid caparison the heroes, their feet treading through the dust of an earth desolate as the sky, they journeyed onwards with the resigned faces of men condemned to hope for ever. So the train passed me and faded into the atmosphere of the horizon at the place where the planet unveils herself to the curiosity of the human eye.

During several moments I obstinately endeavoured to comprehend this mystery; but fruitlessly. Indifference soon threw herself upon me, nor was I more heavily dejected thereby than they by their crushing Chimæras.

BEAUTY AND THE ARTIST.

How penetrating is the end of an autumn day! Ah, yes, penetrating enough even to be painful; for they are certain delicious sensations whose vigour does not prevent them from being intense; and none more keen than the perception of the Infinite. He has a great delight who drowns his gaze in the immensity of sky and sea. Solitude, silence, the incomparable chastity of the azure—a little sail trembling upon the horizon, by its very littleness imitating my irreducible existence—the melodious monotone of the surge—all these things thinking through me and I through them (for in the grandeur of the reverie the Ego, or the consciousness of self, is quickly lost); they think, I say but musically and picture-quely, without quibbles, without syllogisms, without deductions.

These thoughts, as they arise in me or spring forth from external objects, soon become too intense. The energy working pleasure within creates an uneasiness, a positive suffering. My nerves are too tense to give other than clamouring and dolorous vibrations.

And now the profundity of the sky dismays me; its limpidity exasperates me. The insensibility of the sea, the immutability of the spectacle, revolt me. Ah, must we eternally suffer, forever be a fugitive from Beauty?

Nature, pitiless enchantress, ever victorious rival, leave me! Tempt my desires and my pride no more. The contemplation of Beauty is a duel where the artist screams with terror before being vanquished.

BENEDICTA.

I knew one Benedicta who filled earth and air with the ideal; and from whose eyes men learnt the desire of greatness, of glory, and of all whereby we believe in immortality.

But this miraculous child was too beautiful to live long; and she died only a few days after I had come to know her, and I buried her with my own hands, one day when Spring shook out her censor in the graveyard. I buried her with my own hands,

shut down into a coffin of wood perfumed and inextinguishable like Indian caskets.

And as I still gazed at the place where I had laid away my treasure, I saw all at once a little person singularly like the deceased, who tramped on the fresh soil with a strange and hysterical violence, and said, shrieking with laughter:

"Look at me! I am the real Benedicta! a pretty sort of baggage I am! And to punish you for your blindness and folly you shall love me just as I am!"

But I was furious, and I answered: "No! no! no!" And to add more emphasis to my refusal, I stamped on the ground so violently with my foot that my leg sank up to the knee in the earth of the new grave; and now like a wolf caught in a trap, I remained fastened, perhaps for ever, to the grave of the ideal.

FAVOURS OF THE MOON.

The Moon, who is caprice itself, looked in through the window when you lay asleep in your cradle, and said inwardly: "This is a child after my own soul."

And she came softly down the staircase of the clouds, and passed noiselessly through the window-pane. Then she laid herself upon you with the supple tenderness of a mother, and she left her colours upon your face. That is why your eyes are green and your cheeks extraordinarily pale. It was when you looked at her that your pupils widened so strangely; and she clasped her arms so tenderly about your throat that ever since you have had the longing for tears.

Nevertheless, in the flood of her joy, the Moon filled the room like a phosphorescent atmosphere, like a luminous poison; and all this living light thought and said: "Thy kiss shall be upon you for ever. You shall be as beautiful as I am beautiful. You shall love that which I love and be loved by that by which I am loved: water and clouds, night and silence; the vast green sea; the formless and multifiform water; the place where you shall never be; the lover whom you shall never know; unnatural flowers; odours which make men drunk; the cats which languish upon pianos and sob like women, with hoarse sweet voices!"

"And you shall be loved by my lovers, courted by my courtiers. You shall be the queen of men who have green eyes, and whose throats I have clasped by night in my caresses; of those that love the sea, the vast tumultuous green sea, formless and multifiform water, the place where they are not, the woman whom they know not, the ominous flowers that are like the centers of an unknown rite, the odours that trouble the will, and the savage and voluptuous beasts that are the emblems of their folly."

And that is why, accursed dear spoilt child, I lie now at your feet, seeking to find in you the image of the fearful goddess, the fateful godmother, the poisonous nurse of all moonstruck people.

❧ Christmas in Old Judaea. ❧

By Henry Polk Lowenstein.

IN Old Judaea a child was born

Of a virgin in the early morn,

In a lonely manger, cold and dim.

In the little town of Bethlehem,

When the world was dark and all forlorn

Aid the wise men, then weary worn

With heavy burden bravely borne,

Came from the East to be with them,

In Old Judaea

In spite of hate and priestly scorn,

With robes of truth they did adorn

This child of God and Seraphim.

His soul was filled with love of Him,

Then to a wicked world unknown,

In Old Judaea.

A Visit to Bethlehem.

Rev. L. Curtis, M.A., D.D.



THE STAR OF BETHLEHEM.

WOULD a brief account of a visit to Bethlehem, I wonder, be of interest to readers of *THE NEWFOUNDLAND QUARTERLY*? It is difficult, of course, to say anything new respecting that historic town; as everything known to man has been told over and over again. And yet Bethlehem is the centre of interest to untold millions of the human family whose thoughts inevitably wander there at least once a year; and while in many respects the same thoughts occupy their minds from year to year, Christmas and all that it stands for never loses its charm, not for youth only but also for old age.

May I invite your readers then to accompany me in thought as we start from Jerusalem upon that oft-trodden road—the only highway—which leads to Bethlehem. The conveyances call for us at the Hughes' New Hotel; each carriage containing three spacious seats and drawn by three horses. We pass the Jaffa Gate and Mount Sion on the left and the Pool of the Sultan on the right, and are soon ascending the steps leading to the plain of Rephaim where David waged warfare with the Philistines and smote them, after he had heard "the sound of a going in the tops of the mulberry trees". Our attention is soon arrested by the sight of the Ophthalmic Hospital of the English Knights of St. John, one result of the Christianity of Palestine which was proclaimed in the Western World and is now bearing fruit in the land which gave it birth. And truly this is a land sadly needing the ministrations of eye specialists—a land where diseases of the eye are constantly in evidence. The next object of special interest, as we journey on, is the Well of the Magi, where, according to legend, the Wise Men halted on their way in search of the child Jesus, until the star which they had seen in the east reappeared and guided them to Bethlehem. This Well is in an elevated position from which a glimpse can be had

of both Jerusalem and Bethlehem—the only place on the way where this is possible.

The tomb of Rachel next arrests our attention and we are given an opportunity to inspect the curious little building accepted as her memorial. In the journeyings of Jacob and his family a rest was taken at this place, and here Rachel died in birth. The dying mother named her new-born child Benjamin—"son of my sorrow"; but the father named him "son of my right hand"; and as Benjamin he is known thence through his tribes.

We resume our journey, and ere long reach Bethlehem, an interesting old town situated in what is possibly the most fertile part of Judea. Its name meaning "House of Bread," associated with Ephraim, meaning "fruitful," would indicate the natural fertility of its soil and the prosperity of its people.

Having taken a hurried survey of the town we enter at the "Well of David," so called because of David's association with Bethlehem, in general, and with this well in particular. It will be remembered that when David as leader of a band of outlaws was besieged by the Philistines at Adullam and was suffering from thirst, he expressed a wish to drink from the well whose refreshing waters had so often quenched his thirst in his early years. Upon hearing this his three mighty men started off, broke through the ranks of the Philistines, obtained water from this same well and took it to David; but David, fearing as what cost the water was obtained, refused to drink of it, and instead poured it forth as an offering to visit this Spring in exhibition of his insatiable religious spirit and of intense devotion to his God (which is most dominating).

And now we pass on to the object of our visit, the Church of the Nativity. This Church, it is claimed, was ordered by Constantine in A.D. 33, and the very place where the Prince was born. The evidence respecting this is not so certain as the

side is very ancient and seems quite convincing. It is believed to be the oldest Church in Christendom and strange to say, although the Moslems had for so long been in possession of Palestine and had transformed so many Christian Churches into Mosques, this building has remained as a Christian Church and from the times of Christian worship for three years. It was repaired and Jerusalem lay desolate in the 6th Century, and burnt and even English rule, the gift of King Edward IV. The entrance is very low and leads through a dark porch to the old nave with a double row of columns adorned by Coptic, Greek, Armenian and Latin, and three lights are so jealously watched that a Turkish soldier was kept on guard to prevent bloodshed. We witness worship from the Greek altar, the priest being aided with a bell and some which completely filled the church.

We pass down a dark, crowded, smoky, slippery, from the droppings of candles, to what is called the Grotto of the Nativity. This is a chamber about 40 x 60 feet, in its thirty hanging lamps. A silver star before the altar marks the birth place of the

poets have penned inspired verse, and orators have soared to heights sublime. And despite all this consecrated talent, the mystery of it remains hidden, and the full meaning of it awaits the language of eternity.

Having retired from the Church of the Nativity and spent a little time in the town, we returned to Jerusalem—covering the five miles in a brief space of time—the five miles which link up the scene of Christ's birth with the scene of his death and resurrection, and a mile or two farther on is the scene of his ascension to heaven, 'Holy Ground'—Yea, in very truth—and yet not the only holy ground; for, has not the Holy Spirit, the purchase of his sacrifice, sanctified every part of our earth by his Presence, and made all our redeemed world holy; so that in every part of the globe men may meet with God and from every altar worship acceptable to God may be presented? This, I take it, is the lesson of Bethlehem and Calvary. The lesson of the open tomb and of Pentecost.



DR. J. D. CURRIE.

Christ had an inscription in Latin says,—Here Jesus Christ was born of the Virgin Mary. For a moment we are permitted to stand in silence. Thoughts too deep for words pass through our minds. Here then is the birth scene of the Son of God. To this little spot on our planet all the courses of history have tended from the hall in Paradise. For the event witnessed here prophets and kings waited in vain. Here took place the miracle of the Virgin birth. Here the Word became flesh, God became man, the Creator assumed the form of the Creature. Here we see in the terse Hebrew language, "Im anu El," "with us God." Here the golden link is forged connecting heaven with earth and God with man. Over that immortal event angels sang their heavenly songs; to witness the scene humble shepherds hastening broke in upon the hallowed precincts, and to it the wise men came guided by the celestial light. No wonder that pilgrims from all Christian lands find their way to this sacred shrine and bow in adoration. No wonder that with the passing centuries millions of the redeemed of earth exclaim, "O come let us adore him, Christ the Lord." Upon the scene witnessed here artists have devoted their genius, musicians have invoked the aid of the mus-

Summer's Latest Smile.

By Robert Gear MacDonald.

Oh! the silver days of Fall
Come, when the languish mists
Spread o'er the lake and all
The world with beauty glows.
In the softness of the
Our fathers called thee this,
How still and sweet thou art!
Season we would not miss!
For a voice, fleeting now,
The bright hours come again
In this our Northern clime,
With peace and glad and gay,
A stranger on our seas,
Might think that time runs more
The golden days of youth,
Thou couldst not long resist,
At our time, morning soon
The cloud with gloomy white
In smother the sunny sun,
To smother the days of light,
And at twilight hours
On Summer's early sun
To the long night to come,
When Winter's fingers bend



SILVER FOON, RENNIE'S RIVER.

steward, and send, together with the Ram, it has been lost and will carry a ton on the way to its destination.

If the "Government Hall," however, that is the most abused of all animals, and no animal could be better protected. We import into this country yearly fresh meat to the value of \$54,477.00 and sea-meat to the value of \$2,857,023.00 (1911, 1912, figures) and each year at Spring comes around demands for bales are so numerous made on the Department of Agriculture and Mines, and these demands so persisted in, and the demands originally presented by leading politicians, clergymen and others, that, under the avalanche of these sympathetic admonitions, the Department, with its reduced grants for agricultural purposes, has to harness more than fifty men up.

From my experience in the past and especially during war time and strain, and judging from the treatment meted out to the many bulls sent to Europe, I conclude that as a people, we are absolutely ignorant of the true feeling people who devote themselves with loyalty, animals, require. I do not think that our newspapers and editors have so thoroughly met their obligation in this respect, of accurate statistics in regard to bulls and in other phases of domestic and kind of vegetation, no longer afford us. What is our justification? A father with the proper pride in him would use his influence to the best possible for the improvement of his environment. His environment takes in his neighbor's or his household affairs, and the stranger. The Government Hall that it is within his grasp!

A bull, generally speaking, the Department has cost the community with a prompt certain ticket on file at the station where such has a character, programme from a genuine people whose domestic planning for the animals and could should not be considered as a job.

Witnessed on the product, described here, has been in this country, and on the industry, and by the process of mistake and taken into their destinations. However, the Department is expected to be a source of revenue, and when this has been allowed to people into people's gardens and thereby create the Department is expected to pay the price.

I am confident that in view of patriotism of public spirit, in such conduct, yet the Department gets severely abused because it is located where, holding of property, before placing a bull in the hands.

Some of the most pathetic scenes imaginable have taken place in the Department of Agriculture. In that department, government legislators have used more eloquence in their pleadings for bull's head and personal values for their constituents than I have noticed in the official reports of their debates demanding increased grants on agricultural account to enable the Department to pay for these animals' support. This applies to Government and Opposition Members alike. But of the two, the pleadings of the latter are the more inspiring. Often, too, eloquence, apparently, the Department, with their missionary zeal, and I have learned that of those serious in their parishness are only one-half as inspiring as are their pleadings for bulls, every parliament must necessarily be public spirit personified.

If the House knows that the Department of Agriculture shall supply mail, animals by the hundreds for the station, monthly, and for the benefit of the various committees, the Legislature should, at least, make the grant on account of Agriculture sufficiently large to keep the object of the "power of the purse" in a condition becoming the honorable appointments.

A man, respected, elegantly in one of our imports, after a very good conference, away back in the states, visited fisheries were the only matter, then the exception, write to the Prime Minister of that day, asking the statement that "all the fishermen did not go to their assistance, the poor people would be obliged to close their little savings out of the bank."

History repeats itself, even in these unsettled times, for during the winter, giving out the past Spring, the witty clergyman's statement was frequently in my mind's eye especially when Honorable Members filled up the office, the large hall-way, the central of the building, for Phoenix Lane, and a good sized piece of the North Street, with a poor appearance for bull's heads.

To my mind, the only way to save the Government

should get "all the blame all the time" for a system of distribution introduced in the busy past. And since war time conditions have increased the cost of keeping animals, people demand Government stock more than ever, but will not accept a share in the increased cost of feeding them, and whatever occurs it must be borne in mind that babies born in the future, and mothers, and invalids, must be provided for, and to do this animals must be kept to furnish them with a supply of milk.

In many countries, the feeding of dairy cattle on hay is no longer considered an economical undertaking. Green crops, such as Sweet Clover, Sunflowers, Oats, Peas and Vetches, are even now supplementing the at one time popular corn ensilage as a feed for dairy cattle, because of the better returns the feeding of these crops give in the economy of the farm when preserved as ensilage.

I predict, therefore, for this country, that, at a time not very far distant, most of our best milk-supplying farmers will own at least two silos, that though hay will be harvested for the horses, but very little more.

We do not hear enough in these days about patriotism, public spirit, and Agriculture, although the door is ever wide open.

Patriotism and Public spirit should be so interwoven with Agriculture, especially where an isolation exists, such as ours, that it ought to be difficult to separate the subjects when we discuss agriculture on general lines.

I should like to hear our legislators, from their places in the House of Assembly send forth messages to their constituents, as opportunity occurs, entering these subjects one with the other, and the other, with our national industry and all sorts of public work.

I am a hardy man, and a series of good, honest and wholesome speeches on these lines would be messages sent forth that would have in their wake the dawn of better conditions, and that the night of such effort would, in time, be reflected all over the country. And when, on the present session of Parliament, for appropriate time, and such themes fitting messages to send out to the various constituencies at Christmas tide?



A Memory.

By G. M. S.

There is the tale of the Law
Of the great lawbreaker's tale
Who could not see his golden age
And who, alas, it was a tale

The great lawbreaker was not dumb
With golden words and a story
Who could not see his golden age
The present time is a story

At home, or in the street
The law is a golden age
Who could not see his golden age
The present time is a story

At home, or in the street
The law is a golden age
Who could not see his golden age
The present time is a story

At home, or in the street
The law is a golden age
Who could not see his golden age
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At home, or in the street
The law is a golden age
Who could not see his golden age
The present time is a story

✻ The New Rector of St. Thomas's. ✻

The Rev. Ernest C. Earp, B.A.

THE QUARTERLY, in common with the daily press of Saint John's, extends a hearty welcome to the Rev. Ernest Charles Earp, B.A., L.Th., C.E., who since its last issue has been inducted Rector of the historic old Church of Saint Thomas's in this city, in succession to the Rev. Dr. Edgar Jones.

The Rev. Mr. Earp is an Englishman, born in Leeds thirty-nine years ago. In his youth he went to Canada, entering Wycliffe College, University of Toronto, in 1903. Three years later he was ordained priest in St. Alban's Cathedral by the Archbishop of Toronto, and appointed Curate of St. Paul's, to

on leaving hospital was attached to the 51st Division of the Canadian Forestry Corps in Scotland. During a portion of his military career he was Adjutant to Colonel Wells, Senior Chaplain to the 2nd Canadian Division, who is a Newfoundland by birth, hailing from Salmon Cove.

Of Mr. Earp's work at the Front Colonel Almond, Director of Chaplain Services, writes that "he discharged his duties in a manner not merely satisfactory to his superiors but at all times with the greatest degree of faithfulness and devotion. He was one of my most capable, energetic and satisfactory chaplains. I know from long and constant observation of Mr. Earp in the splendid work which he did that he may be depended upon to give an equally good account of himself wherever he may be placed in the service of the Church."

After the cessation of hostilities Rev. Mr. Earp remained in England, accepting the position of Deputation Secretary of the Colonial and Continental Church Society. In this connection he travelled extensively in the Old Land, preaching in a large number of Churches. Two years ago Canon Buchanan offered him the Rectorship of Holy Trinity, Hull, said to be the largest Parish Church in England, and there Mr. Earp remained until this year when he was appointed Vicar of St. Barnabas, York. Simultaneous with the appointment came the invitation from the parishioners of St. Thomas's in this city. After giving the matter full consideration and upon the advice of his Bishop, who recognized the larger field on this side of the water, Mr. Earp decided to come to Newfoundland.

The reverend gentleman, accompanied by his wife, son and daughter, arrived in St. John's by the s.s. *Dagby* on October 14th, and on the following Sunday morning was inducted Rector of St. Thomas's by the Lord Bishop of Newfoundland. Unusual interest was taken in the induction ceremony, the church being filled. In all eight clergymen were present in their robes, the others being Canon Bolt, Registrar of the Diocese; Canon Jeeves, Rector and Sub-Dean of the Cathedral; Canon Field, Rev. A. B. S. Stirling, Rector of St. Mary's; Rev. A. Clayton and Rev. C. A. Moulton. The service concluded with the Holy Communion, the new Rector being Celebrant. The old Parish Church was again crowded in the evening, when the Rector preached for the first time. The sermon was impressive and inspiring, delivered without the aid of either manuscript or notes and couched in graceful diction. After the Benediction the large audience dispersed with the confidence that the Parish had reason to rejoice and be glad.

It is fitting that the old Garrison Church of St. Thomas the Martyr, built in the days of the Sutor King, William IV., as a Military Chapel for the Imperial troops stationed here at the time, should as it is nearing its hundredth year have as its Rector one who served so faithfully in the Great War, and who, single ordination fifteen years ago, has such a fine record of service to the Church in the neighbouring Dominion and in the Mother Country. That Mr. Earp is also a musician is welcome news to St. John's where music is held in highest honour.



REV. ERNEST C. EARP, B.A.

the Rev. the Hon. Canon Cody, who recently refused the Archbishopric of Melbourne. Mr. Earp remained with Canon Cody three years, leaving Toronto to take up the Rectorship of Dunnville, in the Diocese of Niagara. In 1911 he removed to Regina, Saskatchewan, where he was Rector of Grace Church until the beginning of the War.

Mr. Earp, on being granted a commission as Chaplain to the Forces, proceeded overseas with the 68th Battalion, C.E.F., in 1915. After three months in England he crossed over to France and was first attached to the Canadian Base Hospital. Later he was sent into the line with the 3rd Canadian Infantry Brigade, serving with distinction on the Western Front between Ypres and the Somme, being present at the famous attack on Vimy Ridge. He was subsequently invalided to England, and

A Tale of Picardy!

Symbolizing the Wonderful Depth and Power of a Mother's Love!

By Capt. Leo C. Murphy, J.P.

The author claims no credit for the originality or accuracy of this story.

It was told him by an old peasant woman in Corbie, where Sir James Donnelly, M.C., and Lebat Foran spent the last few hours, in the loft of a coach-house before moving up to Guedescourt, on the morning prior to the Battle of October 31st, 1918. The "Billet" in question was near the lofty stone gateway in the "Place," originally the entrance to the abbey buildings—now in ruins.

Members of "Ours" will remember the walk by the side of the Canal de the Somme, passing the large silk and wool thread factory.

To the memory of those gallant men who will walk no more the Corbie-Daours roads, named herein, this simply told narrative of Picardy is reverently dedicated.



DAWK and sullen in disposition; careless and unkempt in his appearance; it was obvious from the first day of his reporting with the French Chasseurs that Pierre DeCourcy was no addition to the ranks of that gallant unit. He was the despair of his Corporal, and the Commandant of the Barracks roundly cursed the Maitre d' Affairs for sending such a Conscrip to his command.

In the quiet little village of Daours, DeCourcy was the only son of a gray-haired, hard working Mother, whose dissolute husband had passed away when Pierre was a mite, and who left behind him a bad name and a life of labour as his only inheritance to a faithful spouse. Many a tear had been shed by the latter over her unfortunate son and her unhappy lot, but never a word of complaint passed her lips as she trudged daily from her little cottage to the nearby town of Corbie with her basket of produce to be sold at the local market.

When the trouble broke out in Africa, and the French Reserves were called to the colours, no more enthusiastic body of men could be found than the Chasseurs. Proudly they strutted through the village streets, declaiming the many battle honours of their Regiment, and hoping that the hour would quickly approach when they would go forward with their revered Colonel to add more distinctions to their Standards.

In the Cafes the veterans of '72 raised their glasses of Cognac to less brave soldiers: the maidens courted to them at the gateways: the habitants of the Estaminets shouted "Vive la France" with particular fervour when ever a Chasseur honoured them with his presence. These were stirring days and patriotic times.

And, finally, there came the parade when the Colonel, with great dignity and seriousness, announced to his command, that within a few days the Chasseurs, "of whom he was so proud," would leave for the Front. Tears streamed down his cheeks as the Regiment, to a man, burst from their ranks, surrounded his horse, and cheered him to the echo.

That night Pierre DeCourcy disappeared from the Barracks, and when the Regiment fell in to march away on active service he was posted as a deserter. Information was duly given the proper authorities, and, when a few days later, in the little village of Corbie, an old gray-haired lady, with poke bonnet and shawl, carrying a basket, emerged from her cottage, she was

accosted by a file of soldiers, who asked her where her son was hiding. The emotion of the poor old soul was visible to the escort. She drew herself up proudly, stating that her boy had gone to the Colours, was then with the soldiers of the Republic, and on his way back to the front. Knowing the circumstances of her life, and the hard portion which Fate had meted out to her, the escort were courteous but firm, and a search of the little cottage took place, but without avail. Not a trace could be found of the deserter.

Late that evening, when the last rays of the setting sun in the Western sky crimsoned the burnished coppers in the kitchen of Madame DeCourcy, an aged figure kneeling before a picture of the Virgin Mary was startled by a shadow thrown on the window and an impatient rap at the pane. Hastening to her feet, she threw open the casement. There, in the little garden, a heavy cloak, dew moistened and stained, concealing his uniform, was her son—the deserter from the Chasseurs—Pierre DeCourcy!

Whilst the tears from a broken heart flooded the eyes of the Mother, DeCourcy had quickly jumped into the room, closed the casement and drawn the curtain. "You" she exclaimed, brokenly, "You; here—in this village—while your comrades are on their way to battle;" the uniformed figure sank to his knees, burying his face in his hands; "you, whose Mother's family perished with the soldiers of France—whose heart has been thrice rended by the misfortunes of your Father,—and whose prayers to Heaven have ever been that some drop of the blood of my race would be found in you—Pierre, Pierre, you have broken my soul."

Early the next morning, the military escort who had spent the night in Billets, found on the Rue du Corbie the forage cap of a Chasseur. Confering with the Gendarmes it was decided to surround the cottage of Madame DeCourcy and once more search the premises. As the morning sun rose in the sky a cordon of armed men had completely surrounded the place and at a given signal would advance. The Corporal of the escort—kindly soul that he was—desired the Mother to go on her way and not have the capture effected in her presence.

Soon the door of the cottage opened, and the watchers saw the old lady, shaking with age, with poke bonnet and shawl, carrying her market basket, with bowed head, moving slowly to the road which lead to Corbie. The Corporal, sentimental soul that he was, raised his cap in sympathy as the figure passed out of their view. Then a whistle sounded, and with rifles ready, the cordon closed in around the little cottage. The Corporal, with a Gendarme, moved to the door, and rapped: no reply; "open" he shouted; "open you pig of a coward, and give yourself up to us!" Crack! a bullet came through the door, catching him in the thigh, and he fell. At this juncture, the party, firing at the windows and doors, were in action: there was no return fire. Waiting a few minutes, two of the Gendarmes, advanced to the door, which they quickly brought from its hinges. A dramatic picture met their view!

Behind a capsized table, which served as a temporary barricade, grasping the trigger of an old Army musket, lay the dead body of Madame DeCourcy!

The Rhodes Scholar for 1922.

Mr. Cecil J. E. Parsons, the Rhodes Scholar elect, who will go into residence at Oxford University next October, is the son of Mr. Edward Parsons, of Harbor Grace, and the brother of Dr. W. H. Parsons, M.C., Resident Physician at the Hospital for the Insane, St. John's. After winning a Preliminary Grade Outport Scholarship in his native town, Mr. Parsons, then a boy of 15, was sent to Bishop Field College, where he soon began to be known as a capable student and a keen sportsman. In a comparatively short time he became a leader in the College in connection with every branch of its training; and although both his studies and his athletic activities were interrupted to some extent by an accident to his knee, he completed his course there in 1917 by gaining only three marks less than the best candidate in the Junior A.A. Examination, and with the reputation of being one of the most capable, industrious, dependable and popular students that the College had ever had.



MR. CECIL J. E. PARSONS.

It was felt by the College staff that if circumstances would permit him to continue his education he would be heard of again.

Proceeding to McGill University as a medical student he very soon made his mark as one of the most popular and able men of his year. The letters of recommendation given him by the various Professors who knew his work spoke of him as an ideal candidate for a Rhodes Scholarship; and it is to him and to the little group of Newfoundlanders, who have been attending the University lectures during the past few years that we owe the flattering statement of one of the best known professors that McGill has come to expect a very high standard of work and character from Newfoundland students.

In congratulating Mr. Parsons upon the success he has won we offer him our best wishes for the continuance of that power to grow and develop which he has so markedly shown in the past; and we hope that after his residence in one of the two great Universities of the Empire he will be drawn back to his native land by that love for this country of ours which is so

Newfoundland Athletes Visit Halifax.

It was a very happy resolve of that aggregation of public spirited citizens, known as the National Sports Committee, to interest themselves in having Newfoundland represented in outside athletic events the past summer, for it has since been generally conceded that nothing in years has conducted more to advertising Newfoundland than the entry into the Maritime Provinces of the Athletes shown above.

Phelan, Butler, Skerving and Bell, with their managers—Messrs. Goodland and Thomas—made a profound impression not only in this country but at Halifax where Mr. Ahern, sporting editor of the *Herald*, described them as ideal athletes—



T. Butler. I. Bell.
H. Skerving. F. Phelan.

"neither boasters nor knockers." And the good old English custom of shaking hands with your victorious opponent (which unfortunately seems to be passing out on this side of the water) won for the Newfoundlanders an instant response from our Canadian cousins. They were but pioneers, and sent principally for the experience they would gain, and who can say but that in the not distant future we shall see an All-Newfoundland team enter the Olympic Games.

Already a very healthy interest in athletics generally has been aroused and next year will witness competitors from all sections of the Island in the Annual Championship Meet. The executive of National Sports Committee is Geo. W. B. Ayre, Chairman; Hy. J. Phelan, Vice Chairman; W. J. Burke, Treasurer; Patrick Grace, Secretary.



Veterans of Royal Newfoundland Regiment Pay Tribute to America's "Unknown Soldier."

TERRA NOVA'S REPRESENTATIVES AT WASHINGTON.



TERRA NOVA'S TRIBUTE.

Newfoundland Wreath placed at the bier of the Unknown United States Hero in the United States Capitol and the three veterans of the Royal Newfoundland Regiment officially designated to represent Newfoundland at Washington.

From left to right they are: Capt. Stanley Robertson, son of Mr. A. Robertson of St. John's; Lieut. Ralph Herder, son of Mr. W. J. Herder, proprietor *Evening Telegram*; and Lieut. L. Field, son of Rev. Canon Field.

The Photo-Engraving is by courtesy of Hon. Sir Richard A. Squires, K.C.M.G., Prime Minister of Newfoundland.



CHURCH OF ST. FRANCIS, OLDER COVE.
DEDICATED BY HIS GRACE THE MOST REV. E. P. ROCHE, D.D., OCTOBER, 1921.
PASTOR—REV. D. O'CALLAGHAN.
[Photo by J. C. Parsons.]

Letters on Newfoundland History.

By Rev. T. J. Flynn, B.A.

No. 1.

DEAR NEWFOUNDLANDERS:



A short while ago I picked up, or rather it was handed to me, a little book by Lord Birkenhead, entitled the "Story of Newfoundland." I read it through with much pleasure. It aroused my interest in the history of my own country to such an extent that it is my apology for addressing you through the columns of the QUARTERLY. We have many books which deal with the history of Newfoundland. Some of them are excellent in matter and make up. Others do not profess to be of the same value. Practically all are the result of careful research, and show a tolerable acquaintance with the originals. But they are not all available to the "man-in-the-street" of Newfoundland, and it is to meet this friend that I purpose in this and following letters to write about the general history of this country.

I do not profess to bring original research work before you. But possessed with the average intelligence, I hope to tell you its story from the impressions I have gained when going through the many available history books. I have read the history of my Country since I have been able to read. I have been enthralled by the story of her progress. The brave deeds of her sons have always fascinated me. Therefore, I feel that I will bring into the treatment of this important subject matter, a love of my country and her past as deep and sincere as that of anyone who has dealt with the subject. I wish to be simple, direct and clear, at the same time refraining from monotonous extracts. I could like very much to teach the younger readers far to them I primarily look and they are indeed uppermost in my mind. I know by experience that the history of Newfoundland does not receive that attention it should with the young. I am not here going to support or blame. It is beyond my purpose. But for the people of Newfoundland—for the rising generation of Newfoundland—for those who love and have faith in Newfoundland, the history at least and that the first must be understood and appreciated—the history of their own country.

These adventures I ask again to the discovery of this country are shrouded in the mists of the distant past. Did the Norsemen, those bold Vikings of whom we read in the Sagas, visit our shores when they colonized Iceland, and later Greenland? Did they find their way across the stormy trackless ocean, and found homes for themselves in our sheltered coves and bays? Had others still there already—a native population—and to which family of races did they belong? What was the state of their civilization or had they advanced beyond the primitive stage? Did these early visitors from the North influence them, and if so, in what way and to what purpose?

These are questions that must interest every student of Newfoundland history. Many writers have treated this subject. But it is all so far away in the past, the records are so vague, their number is so limited that it is extremely difficult to determine whether the Sagas refer to Newfoundland or some nearby portion of the American Continent. In the compass of letters like these I cannot give arguments pro or con, but I merely cite the question. The disposition of facts and the confounding theories will be found in any of the fuller approved books.

Let us begin in the long ago in the year 1497, and on the 2nd day of the month of May. In the little town of Bristol in Devonshire, England, the good ship *Matthew* is ready to depart for unknown parts. The commander is a foreigner—one John Cabot. He is a notable man, a seaman as far as skill went in those days. He has sailed in many waters, and strange ports are not new to him. He has even been persuaded some Bristol Merchants to fit out a ship and man it going it over to his sole command. King Henry VII. envious of his royal brother of Spain's growing empire has granted him a charter.

Try to imagine the little *Casual* *St. Matthew* as she stood out to sea from Avonmouth some four hundred years ago. As the moorings are loosed from the ship and she drops down the

river, Cabot and his sturdy West Country crew are cheered by the crowd gathered upon the shore. For years he has been dreaming of Cathay and Cipango. He has heard the tales of Marco Polo, he has met strange merchants in Eastern ports and now he is desirous of testing his theory. He is eagerly seeking the shorest route to the East. What thoughts crowd the minds of these brave sailors on this glorious May day as they see sinking behind them the hills and familiar scenes of their native land! What a sturdy company this that manned the tiny vessel of 60 tons as with sails unfurled she leaves behind her the white coast line of old England! What anxious days and weeks they passed as they were tossed over the swelling billows of the rude Atlantic! What joy must have been theirs on that June day when the cry of "Land! Ho! Land! Land!" rang loudly upon their ears!

We know very little indeed of the *Matthew's* voyage. We know it is true the day of her departure and of the discovery of Newfoundland. But the intimate sketches that history twines around the great name of Columbus is wholly wanting here. We would very much like to know intimately the story of that famous trip. We would like to hear from Cabot himself, or one of his crew, the true story of the voyage. We would like to know whether the sailors of the West Country murmured as those of Columbus had done but a few years previously. But vain is our wish. No record exists to enchant us with the story of how the Empire's flag was reared to the breeze on our own native soil.

Cabot returned to England bearing wonderful news of a new-land found. He had with him many tokens of this strange country. He was able to prove satisfactorily to the King and his advisers that he had really made a discovery. He could tell them that the country was fair and temperate, that the sea abounded in fishes, that strange animals roamed the wilds. It is written in the family correspondence of the Venetian Pisqualigo a resident of London that Cabot had discovered land 700 leagues away. This letter was dated August 23rd, 1497. It must have been written shortly after the latter's return. In a letter of Raimondo di Rainaldi of August 24th, 1497 we find that "Cabot has the description of the world in a chart, and also in a solid globe which he has made, and he shows where he has landed, and that going towards the East he passed considerably beyond the country of Faïsis. And they say that it is a very good and temperate country, and they think that Brazil wood and silks grow there; and they affirm that that sea is covered with fishes, . . . and this I heard the same master John relate." These letters are interesting as being written at the very time of the discovery, very few days having elapsed between Cabot's return and the penning of the letters.

The place where the discoverer touched our shores has been warmly disputed. Judge Prowse by many arguments, as well as the citation of local tradition, favors Cape Bonavista. The late J. P. Howley, Esq., favored Labrador and by strong argument. His illustrious brother, the late Archbishop, in a lecture delivered in 1897 before the Atheneum was of the opinion that Cape St. John not far distant from Cape Bonavista was the point. But I notice in the proceedings of the Royal Society of Canada a small brochure dated May 19th, 1913, in which he revises his opinion and holds that our own city of St. John's was indeed the landfall. Cape North in the island of Cape Breton has had some sponsors, but Cape Bonavista, Dominions Labrador, or Saint John's have the most adherents.

That Cabot made at least one other voyage and in the year following is known. He sought help from the King that he might be enabled to voyage thither again. He was granted a second patent in February 1498 by which he was empowered to take six ships "to the land and isles of late found by the said John in our name and by our commandment." About May of

that year he sailed away to the new land. There is no account of the voyage. There is even no record of his return. In fact from this time the name of John Cabot is not named in the official writings. Closely associated with him was his son Sebastian, a very capable and thorough mariner. After his father's retirement he made several voyages of discovery, and died in London about 1560. For many years the names of the Cabots were unhonored in the land they had discovered. However, since then we have had Cabot Tower erected as a monument to mark our appreciation of these intrepid navigators who dared to sail the unknown seas in search of new Countries.

Newfoundland, the country in which we live, is a large triangular island about 43,000 miles in area, and amongst the ten largest in the world. It is some sixteen hundred miles distant from Europe, whilst at its northern point it is but nine or ten miles from the neighbouring continent of America. It is almost as broad as it is long, the length being 317 miles, and the greatest breadth 316, these measurements being taken from Cape Ray to Cape Norman, and from Cape Spear to Cape Anguille. It has roughly 6,200 miles of coast-line, due to the deep indentures of lovely bays comparable in scenery to the fiords of Norway. Rivers and lakes, mountains and hills, wooded country and moorland all lend a charm to this land that has been called the "Sportsman's Paradise". The rivers are not as navigable as those of other lands, but nature has compensated by giving us

deep water harbour in our magnificent bays. Fish of every description teem in our waters fresh and salt. Close to our shores the northern ice-pak carries thousands of valuable seals every spring. Big game as well as small game is had in abundance. Valuable mineral deposits are found in every section of the Country. It is truly a rich land that Cabot added to the British realm, and one that also the type of countries have been called the Cudrarella of Colonies. It should be our duty on every occasion that comes before us, indeed we should make these occasions, to put forward the claims of our country. Historically, politically, socially, commercially. More than once those who professed friendship for her people have given her a name amongst other peoples that in justice they could not give. No opportunity should be lost by Newfoundlanders to stop such damning tactics. It is truly a great vice that would blacken or belittle the fame, the honor, the respect, spiritual or material of a little land like ours.

I find myself at the end of the first chapter of Newfoundland history, and at the close of my letter. In next QUARTERLY I shall write you something of the early annals of colonization. Meanwhile I wish you all a happy Christmas and put forward for your consideration a New Year resolution:—A fuller knowledge of the Country's history.

I remain,

SHOULDER ARMS

F. J. P.



J. H. BRIDSON'S DEEP SEA SHIP.



SEBASTIAN ARDRE'S SHIP.



A Marvel of Modern Industry.



Cold Storage Plant of Newfoundland Atlantic Fisheries, Ltd.—Millions of Pounds of Fish Prepared for Export.

A VISIT to the Cold Storage Plant of the Newfoundland Atlantic Fisheries Company is, in itself, a liberal education in the modern methods employed in the preservation and preparation of fish for export. The general public has, as a rule, no taste for technicalities and beyond a simple explanation of the modus operandi of the Cold Storage Plant, it is not the purpose of this article to deal in them. But to a country, whose chief product is that of the sea, a description of the industry, which is going to be one of the greatest boons to the colony, cannot fail to attract the interest of even the casual reader.

The Manager, Mr. McIntosh, is a native of Scotland and came out here from Aberdeen during the first week of January, of the present year. He is a man who has had an enormous

on this floor contains heaps of salmon, frozen whole, and looking as fresh as when they first left the water, there are also boxes of smoked salmon lying about. In one corner one finds huge white halibuts, frozen solid, fish which must weigh hundreds of pounds each; near them is a mound of flat fish, one of the most delicious fish that there is, and yet unappreciated here and left rotting on the wharves and on the beaches. Big turbot from Trinity Bay, though not in such large quantities as the other fish are also there; caplin, nearly a million pounds of them, are to be found in the various chambers. Yet, that is a fish which is used here as manure, it being so plentiful in season! In the Canadian and American markets it commands a ready sale both fresh and smoked. Even Finnan Haddie are put up in this huge plant. In one room were 150 tons of salmon ready for export, whilst as much again, unhooked was contained in the same "freezer."

HOW FISH ARE SMOKED.

Smoked fish form no small part of the huge exportations made by the Newfoundland Atlantic Fisheries Co. In a special part of the building the smoking department is found. Here, in large kilns, fifty feet in height, fish of all kinds, such as herrings, kippered and red, caplin, salmon and even cod, are smoked over fires of sawdust and chips, which are burning at the bottom of kilns. The capacity of each kiln is 16,000 herrings or equivalent.

Several women are employed in this department. Some are splitting herring, washing them and placing them in troughs of pickle from which the fish are taken and suspended on hooks ready to be placed in the kilns. Others are rapidly putting caplin on rods preparatory to hanging them in smokers. The small fish such as herring and caplin are smoked overnight. The larger fish such as cod and salmon take a little longer.

In the basement heaps of sawdust and chips are to be seen, ready for use in the kilns. Spruce and pine sawdust is chiefly used but oak has been found to give the best results. Two small furnaces which generate heat through pipes which are used for drying fish are also in this basement.

The Newfoundland Atlantic Fisheries Company has exported an enormous quantity of fresh and smoked fish during the present year. They have bought over 1,000,000 lbs. of salmon, 500,000 lbs. of halibut, 100,000 lbs. of caplin and they have contracted for two or three million pounds of herring.

AMERICAN MARKETS.

This firm have now established markets throughout the United States and Canada, and already large shipments have been made to these countries, while also about 400 tons of fresh salmon have been shipped to England.

The Cold Storage Plant is undoubtedly a great benefit to the Country, and before long even greater advantages than heretofore will accrue from having it in our midst.



W. LAMOND MCINTOSH, GENERAL MANAGER.

amount of practical experience in the handling of fish and is the general manager of not only the plant here, but of the Newfoundland Atlantic Fisheries Company, Limited. This company was formed some years ago and consists chiefly of English capital, although there is a considerable amount of local interest in it, and local capitalists are represented on its directorate. The object of the company was the exportation of fresh frozen fish, but its activities have been enlarged and smoked fish of various kinds are now also exported. As time goes on the activities of the Company will be greatly increased in various directions.

PEICES OF FISH EXPORTED.

Fish of many kinds are to be found in the Cold Storage Plant. Millions of pounds of cod, salmon, caplin, halibut and herring have passed through the plant, whilst large quantities of fish not so much in use here, such as soles or flat fish, and turbot are also to be seen in the various "freezers."

In the chill or store room, which is on the first floor, were boxes upon boxes of kippers, and smoked and fresh fish including filleted cod, ready for export. The various "sharp freezers

W. J. RYAN,
PLUMBER,
GAS, STEAM & HOT WATER
FITTER.

216 Duckworth Street,
One door East Crossbie Hotel,
St. John's, Newfoundland.

Satisfaction Guaranteed.

Telephone 373.



MOTTO:
THE BEST



Manufacturers and
Exporters

OF THE VERY FINEST

Medical Cod Liver Oil,

Shipped in Tin Lined Barrels.

Quotation on application.

W. A. MUNN, Board of Trade Building,
St. John's, Newfoundland.

FIRE!

The

FIRE!

**North British and Mercantile
Insurance Co., Ltd.**

[Established 1809.]

Head Offices Edinburgh & London.

Available Funds--£29,500,000

Insurance on any description of property at lowest
current rates.

Prompt Settlements.

Liberal Adjustments.

GEORGE SHEA,
General Agent for Newfoundland.

**Anglo-American Telegraph Co.,
LIMITED.**

8 Transatlantic Duplex Cables

Insure the Best Cable Service in the World.

Direct connection with the British Postal Telegraphs.

Exclusive connection with over

25,000 Offices in America,
through the Western Union Telegraph Company.

A FAST DAY MESSAGE—For Immediate Delivery.
A DAY LETTER—The Popular go-Word Subordinated Service.
A NIGHT LETTER—Delivered in the Morning anywhere in the
United States or Canada.
FULL RATE CABLEGRAMS—An Expedited Service.
DEFERRED CABLEGRAMS—At Half Rates or Less.
CABLE LETTERS—Delivered the Following Day.
WEEK-END LETTERS—Filed Saturday, Delivered Monday.
Messages accepted for all points in Newfoundland.

MONEY ORDERS

Domestic and Foreign, by Telegraph and Cable,
accepted at all hours of the day or night.

H. A. SAUNDERS, Superintendent.

TELEPHONE 378
FOR MESSENGER.

NOTICE!

Department of Controller.

Cheques drawn on banks
outside of St. John's **MUST**
be Certified by the banks on
which they are drawn before
being sent to this Department,
and from this date none but
certified cheques will be ac-
cepted.

J. T. MEANEY,

Acting Controller.

November 29th, 1921.

CROWN LIFE

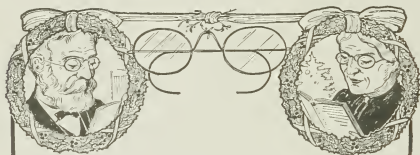
PROTECTION and INVESTMENT.

A CROWN LIFE ENDOWMENT POLICY is the Ideal Combination of Protection and investment. It is a constant unfailing incentive to save.

OUR COMPANY PAY 90% OF PROFIT EARNINGS
TO OUR PARTICIPATING POLICYHOLDERS.

CROWN LIFE INSURANCE CO.

C. J. CAHILL, Manager for Newfoundland,
Law Chambers, ST. JOHN'S.



The GIFT which is appreciated 365 days of the year.

Put real Christmas joy into the heart of Mother, Father, Brother or Sister, or some dear **FRIEND** whom you know needs **Optical Help.**

"A Pair of Glasses **CORRECTLY** fitted has a **value** that is far beyond its Price.

Consult

H. B. Thomson, Opt.D., C.D.,
Optometrist & Optician.

Office : 336 Duckworth Street.

Testing Hours : 10 to 5; Evenings, 7 to 8.

Phone 805.

The New Clothing Centre

St. John's has long felt the need for a distinct Clothing Store, where the requirements of Men and Boys would be catered to by Specialists.

Father and Son.

We invite you to see our stock of **High-Class Overcoats, Suits, and General Furnishings.**

Low Prices,
Prompt Service.

The Art Craft Clothiers,

276 Water Street,
oppos. Bowring Bros.

What is Christmas
without a slice of

Wilson's Certified Bacon



For Breakfast?

J. B. MITCHELL & SON,
LIMITED,
AGENTS.

—HOSTESSES!—

For your Xmas Entertaining you will want the nicest, best, and at the same time, most economic dainties you can procure. Therefore you cannot possibly do without

Browning's Biscuits.

OUR CHRISTMAS SPECIALTIES :

Anzac, Campaign, Chocolate Dainty, Cream Bar,
Jam Jam, Jelly Wafer, Imperial Sandwich,
Social Sandwich, Vanilla Cream.

ASK YOUR GROCER
FOR THEM BY NAME.

G. BROWNING & SONS.

THE RED CROSS LINE

Offers a Regular Service of Twelve-day Trips
to Halifax, Nova Scotia, and St. John's, Newfoundland.

Corrected Dec. 7, 1921

This service will be maintained by their steamers, especially built for this service. Steamers remain long enough at each port to enable passengers to visit these interesting cities.

People who spend the summer at Chester, Digby, Hubbards or any of the other charming seaside resorts in Nova Scotia will find that the Red Cross Line provides the best, easiest and most direct method of getting there.

There is splendid trout fishing in the vicinity of St. John's. Loch Leven and Rainbow trout have been imported assuring the angler of the very best fishing. The finest salmon fishing on this side of the Atlantic can be reached in one day from St. John's at very small expense.

Ptarmigan or grouse shooting is from September 21st to December 31st. Caribou shooting commences August 1st, and in no other part of the world can big game shooting be enjoyed for so little expense.

The rate for the round trip, including berth and meals while at sea and in port is \$120.00 and up according to accommodations desired. Illustrated folder, with complete rates, plans, sailings and other information will be sent upon application to

BOWRING & COMPANY, General Agents Red Cross Line,
17 Battery Place, New York City.

A. E. HICKMAN CO., LTD.

—MAPLE FLOUR—

THE LONGER YOU USE IT, THE BETTER YOU LIKE IT.

New Color, New Charm Majic Soap Flake Dye



Is Specially intended to bring joy to the heart of the person who wishes to

change a soiled white blouse into an attractive light coloured garment,

as good as new—and at a very small expenditure of effort or cost.

It is the Cheapest,

easiest and most satisfactory DYE on the market. Especially excelling in light shades.

A full assortment at

Outport merchants please write for free sample and price.

Templeton's

NOTICE TO Drivers of Carriages, Carts, Motor Cars, Etc.

ORDER No. 3.

Under "Street Traffic Regulation Act, 1918."

1. Vehicles must travel on the left hand side of the street or road. Vehicles moving slowly must be kept as close as possible to the curb or side drain on the left, allowing more swiftly moving vehicles passage on the right.
2. A vehicle turning into another street to the left, shall turn the corner at the left hand curb or side drain of said street.
3. A vehicle turning into another street to the right, shall turn around the centre of the intersection of the two streets, and keep to the left of the street into which it turns.
4. Police, Fire and Mail vehicles and Ambulances shall have the right of way over all other vehicles.
5. The driver of a vehicle on the approach of any apparatus of the Fire Department shall bring his vehicle to a stand still as near the left hand curb or side drain as possible.
6. Vehicles going in a westerly or easterly direction shall have the right of way over vehicles going in a northerly or southerly direction.
7. Drivers of vehicles shall stop whenever required to do so by any member of the Police Force, either verbally, or by a signal with the hand, and they shall obey his order and comply with any direction which he may give them in the interest of good order, of traffic or public security.
8. The driver of a vehicle meeting or overtaking a street car which is stationary, for the purpose of taking on or discharging passengers, shall stop his vehicle at a distance of at least ten feet from the said car, and shall keep such vehicle at a stand still until such car is set in motion, and any passenger who may have alighted shall have reached a place of safety.

CHAS. H. HUTCHINGS, Inspector General
of Constabulary.

SEASONABLE GIFTS!

We have a large assortment of **GOODS FOR THE XMAS SEASON** including the following :

Electric Heaters,
" Warming Pads,
" Toasters,
" Irons, etc.

Skates,
Slides,
Coasters,
Snow Shoes.

Silverware,
Community Plate,
Crocery and
Glassware.

The "Ideal Gift"—**Japanese Hand Painted China**
in Tea Sets, Berry Sets, Sugar and Cream, Coffee Sets, Bon Bon Dishes, etc.

AYRE & SONS, LTD.,

Hardware and Crocery Departments.

NOTICE.

The Board of Governors of The St. John's General Hospital beg to announce for the information of the General Public that final arrangements have been made for the collection of fees to be paid by all persons who occupy beds or undergo treatment at the General Hospital. The scale of fees was advertised in December last as coming into effect on January 1st, 1921, but unforeseen circumstances prevented this from being carried out.

The following regulations, in accord with "An Act respecting the General Hospital," will be strictly enforced:—

Under an Act respecting the General Hospital (6 George V., Cap. XIX.) and with the approval of the Governor in Council the Board of Governors of the St. John's General Hospital give notice that they have fixed and prescribed the following scale of fees to be levied from and paid by all persons who occupy beds or undergo treatment at the Hospital. The scale is to come into operation on the 1st day of October, 1921.

Scale of Fees.

Every person receiving treatment in the General Hospital shall, after the 30th day of September, 1921, pay fees according to the following scale:—

Persons admitted to the public wards \$1.00 per day, persons occupying private rooms \$10.00 per week in addition to the daily fee of \$1.00. Every applicant for admission to the Hospital must bring with him, or forward to the Superintendent of the Hospital, certificate signed by a duly registered physician that such applicant is a proper subject for Hospital treatment.

Under the provisions of the General Hospital Act, 1915, all patients who are unable to pay fees shall be required to bring with them a certificate of their inability to pay, which shall be signed by the resident Relieving Officer, or, where there is no such Officer, by a Justice of the Peace, a Clergyman or other responsible persons. The fees of such patients thereupon become payable by the Commissioner of Public Charity, by virtue of the said Act.

By order of the Board,

GEORGE SHEA, Chairman.
W. H. RENNIE, Secretary.

November, 1921.



Public Notice.

SUDBURY HOSPITAL.

The following scale of fees payable by outside patients for treatment in the various Departments of Sudbury Hospital will be effective on and after November 1st, 1921:

MASSAGE AND ELECTRICAL DEPARTMENT.

Including treatment with sinusoidal, galvanic and high frequency currents, per treatment \$1.00

HYDRO THERAPEUTIC DEPARTMENT.

Including Schott's Douche, whirlpool, sedative and electric bath with massage, etc, per treatment \$1.00

Electric Cabinet (Turkish) Bath \$2.50

X-RAY DEPARTMENT.

Radiographs. Plates under 10 x 12 \$2.00

All larger sizes \$5.00

X-Ray Treatments 2.00

SCREEN EXAMINATIONS.

With Bismuth Meal, \$5.00 and upwards.

This does not include prints. All cases to be dealt with through their own doctors to whom reports will be sent. Above scale of fees applies to civilian cases only.

W. B. JENNINGS,

Minister Public Works.

Department Public Works,
St. John's, Nfld., 24th October, 1921.

SAMUEL HARRIS, LIMITED, GRAND BANK.

Buyers and Exporters of Codfish, Cod Oil
and other Newfoundland products.

Branches at LAMALINE and GARNISH.

Phoenix Insurance Company OF Hartford, Conn.

CASH CAPITAL, \$3,000,000.00.

Assets, January 1, 1921.

Cash on hand, in Bank, and with Agents	\$1,685,558.91
Stocks and Bonds	18,793,092.92
Real Estate, unimproved	97,213,442.42
Loans on Real Estate	124,950.00
Loans on Collateral	160,000.00
Accumulated Interest and Rents	191,483.48
Reinsurance due on Paid Losses	117,501.26
Total Cash Assets	\$23,020,510.99

Liabilities.

Cash Capital	\$3,000,000.00
Reserve for Outstanding Losses	1,506,854.07
Reserve for Re-Insurance	9,648,239.30
Reserve for all other Claims and Liabilities	500,000.00
Total Liabilities	\$14,655,093.37

Net Surplus, \$8,074,420.59

Surplus to Policy-Holders, \$11,974,420.56

Total Losses Paid since Organization of Co. \$100,013,201.76

C. F. BENNETT, & CO., Resident Agents,
St. John's, Newfoundland.

The Royal Bank of Canada.

HEAD OFFICE, MONTREAL.

LONDON, ENGLAND.
Princes Street, E.C.

NEW YORK.
68 Wall Street.

BARCELONA, SPAIN.—Piazza de Catalana 6.

PARIS, FRANCE.

THE ROYAL BANK OF CANADA, FRANCE, PARIS,
28 Rue du Quatre Septembre.

With our chain of 727 Branches throughout Canada, Newfoundland, the West Indies, Central and South America, we offer a complete banking service to exporters, importers, manufacturers and others wishing to extend their business in these countries. Trade enquiries are solicited. Consult our local Manager or write direct to our Foreign Trade Department, Montreal, Que.

Capital Paid Up and Reserves, \$40,598,155
Total Assets, 511,439,780

Newfoundland Branches:

St. John's Main Office: E. B. MCINERNEY, Manager

St. John's West End: A. MARSHALL, Manager.

Harbour Buffett: E. C. NICKERSON, Mgr. Placentia: J. E. WILLISTON, Mgr.

Heart's Content: P. G. LEDINGHAM, Mgr. Marytown: A. W. WHITE, Mgr.

Rose Blanche: P. FOWLER, Mgr. Trinity: E. B. RANKIN, Mgr.

Acadia Gas Engines, Ltd.,

Largest Manufacturers of
Two and Four Cycle Engines
in Canada; 3 to 80 H.P.

Acadia Stationary Engines,
1 3-4 H.P. to 12 H.P.

Our Customers are assured when buying an Acadia
Engine they secure all that we represent.

Quality, Service and Price
are Satisfactory.

ACADIA GAS ENGINES, LIMITED,
Bridgewater, N.S.

St. John's, Newfoundland, Branch:
304-306 Water Street.

M. & E. KENNEDY,

Contractors, Builders
and Appraisers.

Office: RENOUF BUILDING.

P. O. Box 214. Phone 707.

Factory and Store, off James' Street.

You want to buy
the best Christmas Gift
you can get for a Man.

And you want Him to know that it
IS the best.

There's one sure way.
Buy all your Gifts here.

They'll bear the name of "Kearney"—
something He will look for and recognize.

Kearney's



Phone 479 A P. O. Box 872

Our Auction will Serve You Anytime
Anywhere.

While we hold an Auction every week in Our Auction Rooms, if you have anything to turn into Cash you need not wait for this Auction, and while we have roomy Auction Space where your goods can be shown to advantage, every day we are holding sales in Private Homes and Elsewhere. If you want to Dispose of anything, Furniture, House or Land, Etc., our complete Auction Service is at Your Service wherever and whenever you want it.

Personal attention and prompt returns guaranteed.

WALTER A. O'D. KELLY
AUCTIONEER,
Cor. of Adelaide and George Streets.

Dowden & Edwards

AUCTIONEERS,
BROKERS,
REAL ESTATE and
MANUFACTURERS'
AGENTS.

Corner Gower & Colonial Street,
ST. JOHN'S, NFLD.

COAL! COAL!

Screened North Sydney Coal in store and to arrive
by schooners, \$16.50 per Ton sent home
while discharging.

All sizes very best Lehigh Valley Anthracite Coal, ex.
Store:—

Furnace size	\$23.50 per Ton
Chestnut size	\$23.50 per Ton
Egg size	\$23.50 per Ton
Stove size	\$23.50 per Ton
Sent Home.	

Send your orders to us for prompt delivery.

United Coal Company.

SAVE MONEY

SHOPPING BY MAIL.

At McMURDO'S you can obtain all Medicines,
Chemicals, Patent Preparations, Toilet Articles,
Rubber Goods, and all goods carried by a first-
class Drug Store, many of which cannot be pro-
cured at your local store for love or money.
Send to us! We have them! We shall send
them at once if you order them.

Send Express or P. O. Order, or Stamps.

T. McMURDO & Co., Ltd.,
Chemists since 1823.
Water Street, St. John's, Nfld.

Public Notice.

Under the provisions of Chapter 35 of the Consolidated Statutes of Newfoundland, Third Series, entitled "Of the Postal and Telegraph Service," and upon the recommendation of the Board appointed under Section 101 thereof, Public Notice is hereby given that three months after date, Proclamation will issue for the re-naming of places as under, that is to say:—

1. Broom's Bottom, District of St. George, to be regarded as part of York Harbor, and in future both these settlements to be known by the latter name.
2. Horse Cove, near Portugal Cove, Conception Bay, to be re-named St. Thomas's.
3. Caplin Bay, District of Ferryland, to be re-named Calvert.
4. Harcourt and Somerset, Smith's Sound, Trinity Bay, to be regarded as one settlement, and to be re-named Hollingside.

R. A. SQUIRES,
Colonial Secretary.

Dept. of the Colonial Secy.,
October 25th, 1921.

Anderson's!

With the approach of the
Festive Season of Christmas

comes the thought of giving—and then
"What shall I give?"

We have a nice line most suitable
for Gifts, such as

**Silver Cigarette Cases,
Case of Pipes,
Tobacco Pouches,
Pipe Cases,
Manicure Sets,
Dressing Sets,
Gloves, Umbrellas,
Handkerchiefs in Boxes,
and an excellent line of Xmas Cards.**

All at a very Low Price.

ANDERSON'S,
349 Water Street,
St. John's, Nfld.

We are prepared to quote

Low Prices

...ON...

General Lines of

Merchandise.

Robinson Export Co.

Baine, Johnston & Co.,

ESTABLISHED 1780.

Merchants, Ship-Owners, &c.

Agents

The Alliance Assurance Co., Ltd.,

LONDON.

Total Assets exceed \$120,000,000.
Fire Premiums for 1912 exceeded \$6,500,000.

Agents

Newman's Celebrated Port Wine

In Pipes for Export.

RING UP

"The Newfoundland Quarterly" Office

For all kinds of

 **JOB PRINTING.** 

JOHN J. EVANS,

Telephone 1387.

34 Prescott Street.

When writing to Advertisers kindly mention "The Newfoundland Quarterly."

Insure Your Property WITH THE

Liverpool and London
✿ and Globe ✿
Insurance Company, Ltd.

Bowring Bros., Ltd.,
Agents for Newfoundland.

Customs Circular

✿ No. 15 ✿



WHEN TOURISTS, ANGLERS and SPORTSMEN arriving in this Colony bring with them Cameras, Bicycles, Angler's Outfits, Troutng Gear, Fire-arms, and Ammunition, Tents, Canoes and Implements, they shall be admitted under the following conditions:—

A deposit equal to the duty shall be taken on such articles as Cameras, Bicycles, Troutng poles, Fire-arms, Tents, Canoes, and tent equipage. A receipt (No. 1) according to the form attached shall be given for the deposit and the particulars of the articles shall be noted in the receipt as well as in the marginal cheques. Receipt No. 2 if taken at an outport office shall be mailed at once directed to the Assistant Collector, St. John's, if taken in St. John's the Receipt No. 2 shall be sent to the Landing Surveyor.

Upon the departure from the Colony of the Tourist, Angler or Sportsman, he may obtain a refund of the deposit by presenting the articles at the Port of Exit and having them compared with the receipt. The Examining Officer shall initial on the receipt the result of his examination and upon its correctness being ascertained the refund may be made.

No groceries, canned goods, wines, spirits or provisions of any kind will be admitted free and no deposit for a refund may be taken upon such articles.

H. W. LeMESSURIER,
Deputy Minister of Customs.

CUSTOM HOUSE,

St. John's, Newfoundland, November, 1921.



The American Tailor Custom Made Clothes

have an air of distinction,
a richness of finish and an assurance of

CORRECT STYLE ✿ ✿

that stamp the wearer as a man
of good taste and dignity.

P. O. Box 445. **W. P. SHORTALL,** Phone 477.
300 Water Street.



Notice to Owners and Masters of British Ships!

The attention of Owners and Masters of British Ships is called to the 74th Section of the "Merchant Shipping Act, 1894."

74.—(1) A Ship belonging to a British subject shall hoist the proper national colours—

- (a) on a signal being made to her by one of His Majesty's ships (including any vessel under the command of an officer of His Majesty's navy on full pay), and
- (b) on entering or leaving any foreign port, and
- (c) if of fifty tons gross tonnage or upwards, on entering or leaving any British Port.

(2) If default is made on board any such ship in complying with this section, the master of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.

At time of war it is necessary for every British Ship to hoist the colours and heave to if signalled by a British Warship; if a vessel hoists no colours and runs away, it is liable to be fired upon.

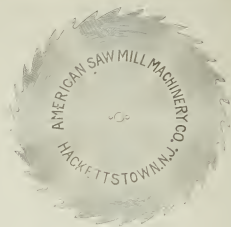
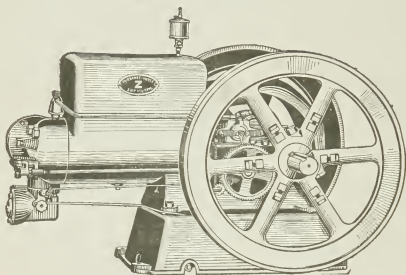
H. W. LeMESSURIER,
Registrar of Shipping.

St. John's, Newfoundland,
November, 1921.

Fairbanks-Morse

Marine and Stationary Engines,

1½ to 20 Horse Power.



Saw Mill Machinery,
Coopers' Head Rounders.

AGENTS FOR

Lathrop
Marine Engines,

And all Motor Parts.

A. H. Murray & Co., Ltd., St. John's, Nfld.

Dress Well It Pays.

Never think that Real Money spent with a "Real Tailor" for "REAL RAIMENT" isn't worth while.

❁ Clothes Make a Difference. ❁

Many careers that "Might" have been never "Come Through" because handicapped at the very outset by ill-fitting, cheap appearing garb.

If You Would Be a Success You Must Look the Part.

Come in, let's build you an outfit that will make you look like
A Million Dollars.

Canadian Clothing Co.,

C. A. LEVERMAN, Prop.,

2nd Flat, Shea Building, Entrance Williams Lane.

Newfoundland Gov't. Coastal Mail Service.

S.S. "PORTIA," WESTERN ROUTE,

Calls at the following places:—Cape Broyle, Ferryland, Fermeuse, Renew's, Trepassey, St. Mary's, Salmonier, Placentia, Marystown, Burin, St. Lawrence, Lamaline, Fortune, Grand Bank, Belleoram, St. Jacques, Harbor Breton, Pass Island, Hermitage, Gaultois, Pushthrough, Francois, Cape LaHune, Ramea, Burgeo, Rose Blanche, Channel, Bay of Islands, Codroy, Aquathuna, Bonne Bay.

S.S. "PROSPERO," NORTHERN ROUTE,

Call at the following places:—Bay-de-Verde, Old Perlican, Trinity, Catalina, Bonavista, Salvage, King's Cove, Greenspond, Pool's Island, Wesleyville, Seldom-Come-By, Fogo, Change Islands, Herring Neck, Twillingate, Moreton's Harbor, Exploits, Fortune Harbor, Leading Tickle, Pile's Island, Little Bay Island, Little Bay, Nipper's Harbor, Tilt Cove, LaScie, Pacquet, Baie Verte, Coachman's Cove, Seal Cove, Bear Cove, West Port, Jackson's Arm, Englee Conche, St. Julien, St. Anthony, Griguet, Quirpon.

W. H. CAVE, Minister of Shipping.

GUARDIAN

ASSURANCE CO., LTD.,

Of London, England.

ESTABLISHED 1871.



The Guardian has the largest paid-up capital of any Company in the world transacting a Fire business.

Subscribed Capital	\$10,000,000.00
Paid-up Capital	5,000,000.00
Invested Funds exceed	25,000,000.00

T. & M. WINTER,

Agents for Newfoundland.

INSURE YOUR PROPERTY WITH

Globe & Rutgers Fire Insurance Co'y,
OF NEW YORK.

United British Insurance Co'y, Ltd.,
OF LONDON.

R. A. SQUIRES, Agent,
Bank of Nova Scotia Building.

Pidgeon & Murphy,
Carpenters and Builders.

Estimates on all kinds of Work.

Satisfaction Guaranteed.

Office: Basement K. of C. Building, Duckworth St.
J. PIDGEON, 28 Prescott Street. W. MURPHY, 36 Temperance St.

M. Peckham, 149 Gower Street.



Dealer in
Beef, Mutton, Lamb,
Veal, Pork and
Poultry.

All Orders Called For and Delivered Free.

Puddings and Sausages,
Corned Beef, Vegetables
and Fish a specialty.

CLOTHES With Style and
Individuality.

There is something to our custom garments which makes them look as if they belonged to the wearer. Not only the well selected materials, but also the Artistic Cut and the Thorough Construction, make our suits stand out above all others for fit, finish and quality.

CHAPLIN, The Store that Pleases.

Fire Insurance. Effect it with old, reliable and prompt-paying company.

The Yorkshire
Insurance Company, Ltd.

Losses by Gas, Lightning and Forest Fires not excepted. Ask for rate before insuring elsewhere. All information gladly given.

JAMES J. McGRATH, Barrister, Solicitor & Notary Public Agent
Office: 203 Duckworth Street. Phone 64.



When you think

of PIE,

Remember that our

California ❁ ❁

Raisin Pie, ❁

Made with Sun-Maid Raisins,

Is delicately delicious, and is a condensed, energizing food, as well as a tasty treat for the whole family.

It is good, and good for you.

Made at

McGuire's Bakery.



This is real

Raisin Bread ❁

Each loaf is filled with

tender, juicy, full-flavored Muscat Raisins, giving added food value as well as tasty flavor.

The kiddies like it.

It is good, and good for them.

Made at

McGuire's Bakery.

**Order
Your**



**Christmas
Turkey**



AT

C. P. EAGAN,

**Duckworth Street
and Queen's Road.**

Dicks & Co., Ltd. Custom Tailoring!

**We Sell Everything Needed
in a Modern Office.**

*Special Loose-leaf Systems,
Binder Sheets,
Index Systems,
Files, Transfer Cases, Etc.*

**Booksellers, Stationers,
Printers and Binders.**

Style, Wear and Value

are the main standards by which good clothes are judged.

**Careful Designing and
Superior Workmanship**

enable us to produce **Correct Styles and Good Tailoring.** This is an assurance that the shape will be retained throughout the life of the garment.

Choose your material from our large assortment of **Tweeds and Serges**, or bring us your own goods, and we will prove to **YOU**, as we have to others, that we are turning out

**The BEST there is
IN TAILORING.**

**Newfoundland Clothing Co'y, Limited,
231, 233, 235 Duckworth Street.**

ORDER YOUR
Paint, Soap and Oiled Clothing

FROM
The Standard Mfg. Co., Ltd.

Quality and Satisfaction Guaranteed.

INSURE WITH THE
QUEEN,

the Company having the largest
number of Policy Holders in
Newfoundland.

Every satisfaction given in
settling losses.

Office: *Adrain Building, 167 Water Street.*

P. O. Box 782.

Telephone 658.

QUEEN INSURANCE Co.,

GEO. H. HALLEY,

AGENT FOR NEWFOUNDLAND.

ESTABLISHED 1886.

GARRETT BYRNE,

Bookseller, Stationer

and Dealer in

Fancy Goods and Toys

WATER STREET WEST,

Opposite General Post Office,

St. John's, Newfoundland.

We Make
the Very Best Quality of

Manila Rope,

Coir Rope,

Hemp Fishing Lines,

White and Tarred Cotton Fishing Lines,

Hemp Seine Twine,

Cotton Seine Twine,

Herring Nets,

Cotton Linnett.

When anything better is invented
We Shall Make That.

Colonial Cordage Co., Ltd.

Furness, Withy & Company, Ltd.,

Steamship Owners and Brokers; Commission, Insurance
and Forwarding Agents.

The well known steamer "**Digby**," in conjunction with the steamer "**Sachem**," maintain a passenger service between Liverpool, St. John's, Halifax and Boston and vice versa. These steamers are excellently fitted up for the carrying of First Class Passengers. Passengers to Liverpool must be in possession of passports.

First Class Fare.

St. John's to Halifax.....	\$35.00
St. John's to Boston.....	65.00
St. John's to Liverpool from \$115.00 up.	

For information apply to

Furness, Withy & Co., Ltd., Liverpool, Halifax, Sydney;
10 State Street, Boston; St. John's, Nfld.



Old Dutch Cleanser



MADAM:—Have you a package of **OLD DUTCH CLEANSER** in your home? It makes everything clean and pure. Cleans Bath Tubs, Sinks, Porcelain, Marble, Painted Walls, Woodwork, Floors, Cutlery, Closets, Enamelware, Silver, Glassware, Windows, Furniture, Linoleum, Oil Cloth, Brass and Copper.

Don't take substitutes; they are not as good as **Old Dutch Cleanser**. For sale at all First-Class Grocers.

Get a Package with Your Next Order.

For Present Enjoyment

USE

ARMADA TEA

Packed in 1-lb. Tins

At all Leading Grocers.

OFFICE AND STORE—Adelaide Street. STONEYARD—Just East Custom
House, Water Street Telephone, 364. P. O. Box 143.

W. J. ELLIS

Contractor, Builder,
and Appraiser. ✱

Dealer in Cement, Selenite, Plaster, Sand, Mortar, Brick, Drain Pipes,
Bends, Junctions and Traps; Chimney Tops, all sizes, Plate Glass and

Crushed Stone for Concrete.

Estimates Given for all kinds
of Work at Shortest Notice.

Manufacturers and Real Estate Owners contemplating
any addition to their present holdings, or the erection of new
structures, will find it advantageous to get our estimates and
terms.

N. J. Murphy



Carriage & Sleigh Builder
Undertaker, etc.

Agent for

Carriage Stock, Rubber Tyres, etc.

Wheels Re-Rubbered

at shortest notice and reasonable prices.
We always have on hand a large stock
of Polished and Cloth-Covered

Caskets and Coffins.

Personal attention given to all Undertaking
Orders—Night or Day. Phone 737.

West End Carriage Factory, - - 32 Bambrick Street.



Public Notice.

NOTICE is hereby given to the Public that applications for

MINERAL AREAS

may be received at this office on and after the first day of August, 1921, and licenses may be issued for such areas, reserving therefrom Coal, & Petroleum Oil, & Bitumen, Natural Gas and Bituminous Clays and Shales capable of yielding Petroleum Oil on distillation.

ALEXANDER CAMPBELL,
Minister of Agriculture and Mines.

Department of Agriculture and Mines,
St. John's Newfoundland,
November, 1921.

The Season's
Greetings.



Xmas, 1921

We Extend to Our Numerous Customers
Our Heartiest Wishes for a

**Right Merry Xmas
and a Happy New Year.**

Our preparations for Xmas are as elaborate as ever.

Huge Stocks of Beautiful Xmas Supplies are making their appearance in all departments.

Toys, Dolls, Leather Goods, Purses, Bags, Dressing Cases, Manicure Sets, Albums,
Collar Boxes, Gloves, Furs, Handkerchiefs, Mufflers, Pipes, Cigar and Cigarette Cases,
Pouches, Silverware, Cut Glass, Furniture and Gramophones.

Everything marked at our usual lowest-in-the-city Prices.

THE ROYAL STORES, LTD.

Fire Insurance!

The Employers' Liability Assurance
Corporation, Ltd., of London, Eng.

The North West Fire Insurance
Company, of Winnipeg, Man.

Higgins, Hunt & Emerson,

Agents for Newfoundland,

Columbus Hall, St. John's.

W. & G. RENDELL,

Water Street, St. John's.



—Importers and Dealers in—

Hardware of all descriptions,
Paints, Oils, Cement
and Roofing Materials.

A large supply of above goods always in stock.

—SOLE AGENTS FOR—

Brantford Roofing Co., Ltd.

The World's Best! ❀❀

Sunbeam Pure Food Products
are stocked by all
First Class Grocers.

A trial will convince you that
the Quality cannot be beaten.

Trade supplied by

John P. Hand & Company,

Phone 761.

Agents.

P. F. MOORE.

S. G. WALSH.

Moore & Company



Plumbers,
Hot Water &
Steam Fitters.

Heaters, Stoves, Toilets, Baths and everything in our line
of the Best Quality at Lowest Prices.

SHIPS' PLUMBING A SPECIALTY.

128 Duckworth St., - St. John's, Nfld.

Phone 456.

P. O. Box 1124.

We carry a well selected Stock of Gents' Furnishing ; also, Boys' and Men's Readymade Suits and Overcoats.

GIVE US A CALL.

W. H. JACKMAN, 39 Water Street West.

PHOENIX



Assurance Co., Ltd.,

OF LONDON, - - - ESTABLISHED 1782.

Total Funds exceed \$80,000,000.00
Claims Paid exceed \$470,000,000.00

Place your business with us, the premier Company in Newfoundland.

Lowest Current Rates of Premiums.

W. & G. RENDELL, St. John's,
Agents for Newfoundland.

The Standard Life

Assurance Company, Edinburgh.

INVESTED FUNDS: - - £6,500,000 STERLING.

Commercial Union

Fire Assurance Company, Limited, London.

CAPITAL £2,500,000. Risks taken at Lowest Rates.

The Palatine

Fire Insurance Company, Limited, London.

CAPITAL £1,000,000. Risks taken at Lowest Rates.

HENRY J. STABB & CO., St. John's,
Agents for Newfoundland.

Cable Address: "JOB," St. John's; "JOBAD," New York; "JOB," Liverpool;
"JOBLON, LED," London.

JOB BROTHERS & CO., LTD.

Water Street, St. John's, Nfld.

ESTABLISHED 1780.

EXPORTERS OF

Codfish, Pickled Fish and Lobsters, Cod Oil, Seal Oil and Whale Oil

Medicinal Cod Liver Oil

(Norwegian Process, Non-Freezing),
and other produce.

AGENCIES:

The Royal Insurance Co., Ltd., Liverpool Fire and Life.

The Union Marine Insurance Co., Ltd., Liverpool.

The National Fire Insurance Co'y, Hartford, Conn.

The National Benefit Assurance Co., Ltd., London (Marine).

MANAGERS OF

JOB'S STORES, LTD.

DEALERS IN

Provisions and Groceries, Naval Stores and Fishing Supplies,
WHOLESALE AND RETAIL.

MANAGERS OF

"Neptune" Steamship Co., Ltd., "Thetis" Steamship Co., Ltd.

JOB BROS.,

Tower Bldg.,

Liverpool, G. B.

JOB & COMPANY, LTD.,

31 Great St. Helens,

London, E. C.

W. & S. JOB & CO., INC.,

29 Broadway,

New York.

THE RED CROSS LINE

**Offers a Regular Service of Twelve-day Trips
to Halifax, Nova Scotia, and St. John's, Newfoundland.**

This service will be maintained by their steamers, especially built for this service. Steamers remain long enough at each port to enable passengers to visit these interesting cities.

People who spend the summer at Chester, Digby, Hubbards or any of the other charming seaside resorts in Nova Scotia will find that the Red Cross Line provides the best, easiest and most direct method of getting there.

There is splendid trout fishing in the vicinity of St. John's. Loch Leven and Rainbow trout have been imported assuring the angler of the very best fishing. The finest salmon fishing on this side of the Atlantic can be reached in one day from St. John's at very small expense.

Ptarmigan or grouse shooting is from October 1st to January 12th. Caribou shooting commences August 1st, and in no other part of the world can big game shooting be enjoyed for so little expense.

The rate for the round trip, including berth and meals while at sea and in port is \$110.00 and up according to accommodations desired. Illustrated folder, with complete rates, plans, sailings and other information will be sent upon application to

BOWRING & COMPANY, General Agents Red Cross Line,
17 Battery Place, New York City.

Parker & Monroe, Ltd.

Wear Our Makes of Footwear.



"Rambler,"
for Men.

**"Victoria" and
"Duchess,"**
for Women.

**"Cinderella" and
"Princess,"**
for Children.

"Rover," for Boys.

Geo. Neal, Ltd.,

St. John's, Newfoundland,

WHOLESALE DEALERS IN

**Provisions, Groceries,
and Fruit.**

**Consignments of Live
Stock Solicited.**

Our Clothes and Furnishings For Boys and Men

are receiving very special compliments from the
many **Pleased Customers** who have been here.

The Good Quality, Neat Styles

and exceptional values are what pleased them.

They will please you, too.

T. J. BARRON,

358 Water Street.

Boys' and Men's Outfitter.

William I. Higgins, K.C.

Charles E. Hunt.

Fred. R. Emerson.

HIGGINS, HUNT & EMERSON,

Barristers, Solicitors, etc.

OFFICES:

Columbus Hall, Duckworth Street.

Reid Newfoundland Company, Ltd.

Proprietors of the Dry Dock, St. John's, Newfoundland

One of the best equipped Dry Docks in America. Steamships docked and repaired at the lowest rates. Well equipped and thoroughly fitted with all modern appliances for temporary or permanent repairs. Length of Dock, 610 feet. Depth of Water, 25 feet.

Proprietors and Operators of the St. John's Electric Street Railway.

All the Electric power supplied in St. John's is generated on this system. City Lighting and Power for Factories, etc., supplied at moderate rates. Those requiring Electric Power for any purpose should consult the undersigned.

Owners of Ten Clyde-Built Steamships

Royal Mail Steamers operating on Bays and Coasts of Newfoundland and Labrador.

Lessees and Operators of the Newfoundland Railway, 903 miles. Owners of 2,500,000 acres of Mineral and Timber Lands.

The Newfoundland Express Company, carrying on Express Business with all Express Companies of the world, and Money Orders issued to all parts.

The Railway and Steamship Systems give the best

connection between Newfoundland and Canada and the United States, and the best freight line between Canada and Newfoundland. S.S. "KYLE" and "SAGONA" connect at North Sydney with the Intercolonial Railway.

Newfoundland offers to the Tourists, Sportsmen and Health-Seeker the grandest scenery in the Western Hemisphere. A most beautiful climate in the summer months; cool, even and invigorating. No hay fever.

Finest Caribou Hunting Grounds in the World.

Best Salmon and Trout Streams that have yet been discovered. The Railway is equipped with Dining and Sleeping Cars, and everything to please the taste and add to the comfort of the Tourist is provided.

All information in regard to Newfoundland and Labrador will be given on application to the

REID NEWFOUNDLAND CO., LTD.,
ST. JOHN'S, NEWFOUNDLAND.

The attention of Ship Owners

is called to the following:—

REGULATIONS

RELATING TO THE EXAMINATION OF
ENGINEERS.—CHAPTER 1.

GENERAL RULES.

1.—These Regulations are issued in pursuance of an Act respecting the qualification of Engineers (6 Edward VII., Cap. 24).

In accordance with Section 9 of the said Act, "No steamers registered in Newfoundland shall go to sea from any port in or of Newfoundland or its dependencies unless the engineers thereof have obtained and possess valid certificates for sea-going ships, appropriate to their several stations in such ships, or of a higher grade from the Board of Trade in the United Kingdom, or valid certificates of competency appropriated to their several stations in such ships, or of a higher grade granted in any British possession, and declared by Order of His Majesty in Council, published in the *London Gazette* under the provisions of the Merchant Shipping (Colonial) Act, eighteen hundred and sixty-nine, or of any Act of the Parliament of the United Kingdom containing such provisions, to be of the same force as certificates of competency for foreign-going ships granted under the Acts of the Parliament of the United Kingdom relating to merchant shipping, or a certificate of competency under the provisions of this Act. And every person who, having been engaged to serve as an Engineer of any sea-going ship registered in Newfoundland, goes to sea as aforesaid after that date as such engineer without being at the time entitled to and possessed of such certificate for sea-going ships, as hereinbefore required, or who employs any person as Engineer of any sea-going ship, as aforesaid, without first ascertaining that he at the time is entitled to, and possessed of such certificate, shall for such offence incur a penalty not exceeding one hundred dollars."

Department of Marine and Fisheries,

St. John's, Newfoundland,

November, 21st, 1921.

The Eastern Trust Co.

A SERVICE THAT SATISFIES.

**Complete Trust Service is
Our Business Exclusively.**

Our policy has been to build up an organization of men who, by training and experience, are expert in trust matters.

Our steadily increasing business is evidence that in the administration of estates, the care of trust funds, and investment of money we are rendering a service that satisfies.

A conference with one of our officers will be worth your while.

W. A. TUCKER, Manager,

HEAD OFFICE:
Halifax, Nova Scotia.

NEWFOUNDLAND BRANCH,
Pitts' Building, St. John's.

Newfoundland Coal & Trading Company, Limited,

(Alan Goodridge & Sons' old premises)

Always in stock, in store and afloat Best Screened

North Sydney Coal,

And Anthracite Coal of all sizes.

—Also,—

**P. & T. Board,
Dressed Clapboard,
3-in. Spruce Plank,
Framing and Studding,
and 1-in. Clapboard.**

XMAS DAINTIES

Plum Pudding,

Fig Cake,
Filled Figs and Dates.
Palace Figs.

Salted Almonds,

Sugar Almonds,
Glace Cherries,
Shelled Nuts,
Metz Fruits

Xmas Stockings and Crackers

Also, a full line of

Moir's Ganong's and Neilson's

In Fancy Boxes

Chocolates

In Fancy Boxes

which would make

A SWEET GIFT.

Bowring Brothers, Limited,

Exchange.

GROCERY DEPT.



Passport Regulations.

1. APPLICATIONS for Passports must be made in the authorized form and enclosed in a cover addressed to "THE DEPARTMENT OF THE COLONIAL SECRETARY, ST. JOHN'S."

2. The charge for a Passport is \$2.50. Passports are issued at the Office of the Colonial Secretary between the hours of 10 and 4 ON THE DAY FOLLOWING THAT ON WHICH THE APPLICATION FOR THE PASSPORT HAS BEEN RECEIVED, except on Sundays and Public Holidays, when the Office is closed. Applications should, if possible, reach the Office before 4 p.m. on the previous day. If the applicant does not reside in St. John's, the Passport may be sent by post, and a Postal Order for \$2.50 should in that case accompany the application. POSTAGE STAMPS WILL NOT BE RECEIVED IN PAYMENT.

3. Passports are granted—

- (1) To natural-born British subjects;
- (2) To the wives and widows of such persons; and
- (3) To persons naturalized in the United Kingdom, or in the British Colonies, or in India.

A married woman is deemed to be a subject of the State of which her husband is for the time being a subject.

4. Passports are granted—

- (1) In the case of natural-born British subjects and persons naturalized in Newfoundland, upon the production of a Declaration by the applicant in the authorized form verified by a Declaration made by a member or official of any **Banking Firm** established in Newfoundland, or by any **Mayor, Magistrate, Justice of the Peace, Minister of Religion, Barrister-at-Law Physician, Surgeon, Solicitor, or Notary Public**, resident in Newfoundland. The applicant's Certificate of Birth and other evidence may also be required.
- (2) In the case of children under the age of 19 years a separate Passport, upon production of a Declaration made by the child's parent or guardian, in a Form (B), to be obtained upon application to the Office of the Colonial Secretary.
- (3) In the case of persons naturalized in the United Kingdom or in any of the British Self-governing Colonies, upon production of a Recommendation from the Colonial Office, or the High Commissioner or Agent-General in London of the State concerned; and in the case of natives of British India, and persons naturalized therein, upon production of a Letter of Recommendation from the India Office. Persons naturalized in any of the Crown Colonies must obtain a Letter of Recommendation from the Colonial Office.

5. If the applicant for a Passport be a Naturalized British

subject, the Certificate of Naturalization must be forwarded to the Office of the Colonial Secretary, with the Declaration, for delivery to the applicant.

Naturalized British subjects will be described as such in their Passports which will be issued subject to the necessary qualifications.

6. Passports are not available beyond two years from the date of issue. They may be renewed for four further periods of two years each, after which fresh Passports must be obtained. The fee for each renewal is \$1.00.

7. A Passport cannot be issued on behalf of a person already abroad; such person should apply for one to the nearest British Mission or Consulate. Passports must not be sent out of Newfoundland by post.

R. A. SQUIRES,
Colonial Secretary.

Department of the Colonial Secretary,
St. John's, Newfoundland,
November, 1921.

Niagara Fire Insurance Company Of New York.

Canadian Department: Montreal,
W. E. FINDLAY, Manager.

Incorporated in 1850.

Has been 70 years in business.

Losses paid since organization \$73,149,972.09

Assets at Dec. 31st, 1919 \$15,192,886.80

Which are held for the security of Policyholders.

Unexcelled reputation for SERVICE,
SECURITY and PROMPT PAYMENTS.

A. T. GOODRIDGE,
Agent for Newfoundland.

The Newfoundland Quarterly.

—AN ILLUSTRATED MAGAZINE—

Issued every third month about the 15th of March, June, September and December from the office

34 Prescott Street, St. John's, Newfoundland.

JOHN J. EVANS, ... PRINTER AND PROPRIETOR.

To whom all Communications should be addressed.

Subscription Rates:

Single Copies, each 20 cents.
One Year, in advance, Newfoundland and Canada 80 "
Foreign Subscriptions (except Canada) 90 "

Advertising Rates

\$30.00 per page; one-third of a page, \$10.00; one-sixth of a page, \$5.00.
one-twelfth of a page, \$2.50—for each insertion.

**All Kinds of Job Printing
Neatly Executed
at "The Quarterly" Office.**

Cable Address: "Crosbie," St. John's.

Codes Used: A.B.C. 5th Edition.

Newfoundland Produce Company, Ltd.

J. C. CROSBIE, Manager.

BUYERS AND EXPORTERS OF

Codfish, Oil, and all other Newfoundland Products of the Sea.

Agents for Fire and Marine Insurance,

AND

Importers of North Sydney Coal.

J. D. RYAN,

Importer and Distributor of

Southdown, Hard a Port,
Perfection,
Cornucopia, Sailor's Hope,
Virginia Tobaccos.

323 Duckworth Street, St. John's.

PUBLIC NOTICE. GENERAL HOSPITAL.

The following scale of fees payable by outside patients at the X-Ray and Electrical Department of the General Hospital has been approved by the Governor in Council under the General Hospital Act, 1915, and will be effective on and after September 16th, 1918.

SCALE: Screen Examinations.

Hands and Arms	\$1.00
Chest and Stomach	2.00
Bismuth Meal examination	5.00

Radiographs.

Any size plate up to 10 x 12	2.00
All larger sizes	5.00

Those prices include one point

Treatments.

High Frequency treatments (half an hour)	1.00
Sinusoidal and Galvanic treatments	1.00
X-Ray treatments	1.00
Diathermy treatments	2.00

By order,

RYAN HARRIS, Deputy Minister.

Dept. Public Works, St. John's, Nfld., November, 1921.

A Dainty and Delicious

SODA BISCUIT

TIP TOP

For your Biscuit Requirements ask
for those manufactured by

A. Harvey & Co.

Best Ingredients.

Finest Grades.

PUBLISHED ANNUALLY.
THE

LONDON DIRECTORY

with Provincial and Foreign Sections,

enables traders to communicate direct with

Manufacturers and Dealers

in London and in the Provincial Towns and Industrial Centres of the United Kingdom and the Continent of Europe. The names, addresses and other details are classified under more than 2000 trade headings, including

Export Merchants

with detailed particulars of the Goods shipped and the Colonial and Foreign Markets supplied.

Steamship Lines

arranged under the Ports to which they sail, and indicating the approximate sailings.

One-inch BUSINESS CARDS of Firms desiring to extend their communications, or Trade Cards of

Dealers Seeking Agencies

can be printed at a cost of 8 dollars for each trade heading under which they are inserted. Larger advertisements from 10 to 80 dollars.

A copy of the directory will be sent by parcel post for 10 dollars, nett cash with order.

The LONDON DIRECTORY Co., Ltd.,
25, Abchurch Lane, London, E. C. 4, England.

BUSINESS ESTABLISHED 165 YEARS.

When writing to Advertisers kindly mention "The Newfoundland Quarterly."

The British Import Co.

Limited.

**Delgado Building, & 169 Water Street,
Wholesale Dry Goods---Importers and Jobbers.**

Complete Assortment Now Showing in the Following Lines
at the Lowest Market Prices:

**Men's, Women's, Misses', Boys' and Children's
Fleece Lined Underwear.**

Shirtings, Calicoes, Flannels, Flannelettes, Curtain Nets, Lace Curtains, Scrims.

Meltons,	Satteens,	Men's Jerseys,	Ladies' Underskirts,
Tweeds,	Ladies' Jerseys,	Men's Sweaters,	Ladies' Nightdresses,
Sheetings,	Ladies' Sweaters,	Boys' Jerseys,	Infants' Dresses,
Towelings,	Misses' Jerseys,	Boys' Sweaters,	Infants' Robes,
Towels,	Misses' Sweaters,	Ladies' Knickers,	Infants' Bibs,

English, Scotch, American and Japanese Gloves,

Ladies', Misses' and Children's, Men's, Boys' and Youths'.

Women's, Misses', Children's and Men's American and English Hose.

Tray Cloths, Sideboard Cloths, Bureau Cloths, Cushion Covers,
Fancy Centre Pieces, Pillow Cases and Bolster Cases.

Ribbons---all shades and widths.

Ladies' Blouses

in Silks, Reys, Muslins, Unions, Flannelettes and Cashmeres.

Lumbermen's Blankets, 4, 5 and 6 lbs.

Pound Shirtings, Pound Satteens, Pound Calicoes, Pound Flannelettes, Soil Cottons,
Mottled Flannels, Wall Papers, Fleece Calicoes.

Get Our Quotations. & All Orders Promptly Filled.

The British Import Co. Ltd.

STRICTLY WHOLESALE.

When writing to Advertisers kindly mention "The Newfoundland Quarterly."

The NEWFOUNDLAND QUARTERLY



Spring Number, 1922

JOHN J. EVANS, PRINTER AND PROPRIETOR,
ST. JOHN'S, NEWFOUNDLAND.



Portugal Cove, Conception Bay.

Cable Address: "Crosbie," St. John's.

Codes Used: A.B.C. 5th Edition.

Newfoundland Produce Company, Ltd.

J. C. CROSBIE, Manager.

BUYERS AND EXPORTERS OF

Codfish, Oil, and all other Newfoundland Products of the Sea.

Agents for Fire and Marine Insurance,

AND

Importers of North Sydney Coal.



PROCLAMATION.

By His Excellency SIR CHARLES ALEXANDER HARRIS, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Companion of the Most Honourable Order of the Bath, Commander of the Royal Victorian Order, Governor and Commander-in-Chief in and over the Colony of Newfoundland.

C. ALEX. HARRIS,
Governor,
[L. S.]

WHEREAS it is provided by Chapter 35 of the Consolidated Statutes of Newfoundland (Third Series) entitled "Of the Postal and Telegraph Services," that, upon the recommendation of the Board appointed under the provisions of the said Act, the Governor in Council shall, by Proclamation, give notice of any alteration of name, naming or re-naming of places within this Colony, provided that Public Notice of such proposed alteration of name, naming or re-naming of places shall have been given for three months previous;

AND WHEREAS, by Public Notice of date the 25th day of October, 1921, certain alterations of name and re-naming of places within this Colony were notified, as required by the above-mentioned Act;

I do therefore, by this my Proclamation, order and direct that the alterations of name and renaming of places within this Colony, as contained in the said Public Notice of the 25th day of October, 1921, shall come into effect from the date of these Presents, that is to say:—

1. Broom's Bottom, District of St. George, to be regarded as part of York Harbour, and in future both of these settlements to be known by the latter name.
2. Horse Cove, near Portugal Cove, Conception Bay, to be re-named "St. Thomas's."
3. Caplin Bay, District of Ferryland, to be re-named "Calvert."

Given under my Hand and Seal, at the Government House, St. John's, this 30th day of January, A.D., 1922.

By His Excellency's Command.

R. A. SQUIRES,
Colonial Secretary.

A Dainty and Delicious

SODA BISCUIT

TIP TOP

TIP TOP

For your Biscuit Requirements ask
for those manufactured by

A. Harvey & Co.

Best Ingredients, Finest Grades.

J. D. RYAN,

Importer and Distributor of

Southdown, Hard a Port,
Perfection,
Cornucopia, Sailor's Hope,
Virginia Tobaccos.

323 Duckworth Street, St. John's.

Toothsome Dainties for the Easter table.

❖ BROWNING'S BISCUITS ❖

Provide the finishing touch at mealtime during the great spring festival.

❖ ❖ TRY OUR ❖ ❖

Anzac, Campaign, Cream Bar, Jam Jam, Jelly Wafer,
Imperial Sandwich, and Vanilla Cream.

"There's goodness in every bite." ❖ Your Grocer has them.

G. BROWNING & SON.



D-1

Remington UMC

Shotgun Cartridges are really "Wetproof"

REMINGTON
UMC

APPLY THE TEST: Take a few of the wetproofed REMINGTON UMC factory-loaded shotgun cartridges — "NEW CLUB", "REMINGTON", "NITRO CLUB" or "ARROW"—and a few of any other make; soak all of them in water for one hour; inspect the Remington UMC cartridges for signs of deterioration and then fire all of them. Inspect the other makes in a similar manner and fire them — if you can. If the one hour soaking test does not convince you, double the time.

Remington Products are for sale by leading hardware firms in St. John's
Remington Arms Company, Inc., 25 Broadway, New York



CLEANLINESS AND CIVILITY GUARANTEED AND
PROMPT ATTENTION TO ALL ORDERS
ENTRUSTED TO OUR CARE.

P. O. Box 353.

Phones 482 & 786.

Ellis & Co., Limited,

203 Water Street.

Purveyors of High-Class

**Groceries, Meats, Poultry,
and Delicatessen Market.**

All meats are personally selected.

We Guarantee to Stock the Choicest Meat
Procurable in the Dominion.

Our Sausages are a Specialty,
Pork, Beef or Tomato.

A Welcome
Necessity.



**"CRESCENT"
SOAP.**

GIVES A QUICK
ABUNDANT LATHER

There is a reason for the popularity of
"Crescent" and that reason is to be found in
its all-round usefulness. For all Laundry
and Household cleaning purposes it is no
exaggeration to say that "Crescent" is with-
out a rival.

Supreme in Quality and Purity.

JOSEPH CROSFIELD & SONS, LTD., SOAPMAKERS,
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ST. JOHN'S NEWFOUNDLAND.

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Governors I Have Known, And Some of Their Outstanding Characteristics.

By Alex. A. Parsons, J.P.

ARTICLE VIII.

SIR WALTER E. DAVIDSON, K.C.M.G.

"Tis not indulging private inclination,
The selfish passions, that sustains the world
And lends its rulers grace; no, it is not then
That glory springs, and high immortal deeds;
The public good, the good of others, still
Must bear fond nature down, in him who dares
Aspire to worthy rule; imperious honor
Still o'er the most distinguish'd lords it most."



GOVERNOR DAVIDSON, who succeeded Sir Ralph Williams as Proconsul of Newfoundland, arrived here in February, 1913, and immediately entered upon the duties of his important office. Walter Edward Davidson was born at Killybegh, County Down, Ireland, in 1859, the son of James Davidson, Esq.; and after a successful career at Rossall College, entered, in 1888, while a student at Christ's College, Cambridge, for the competitive examination for Eastern Cadetships, and passed second on the list, and in December of that year left England to take an appointment in Ceylon. Among his companions on the voyage out were two other successful candidates, these bound for the Straits Settlements—both of whom achieved success.—Sir Edward Merewether, subsequently Governor of Sierra Leone, and Sir Walter Egerton, Governor of New Guinea.

Young Davidson's first holiday was taken to Calcutta where he had an opportunity to turn to good account his physical strength and training as an oarsman by stroking a Ceylon four which won the Hoogly Challenge Cup, and in winning the paired race also, after a very close contest. Here, in a sporting centre like St. John's, it may be of interest to know that he continued to row and to play football until 1885, despite the unfavorable conditions of a tropical climate.

He was nominated in 1886 as Secretary for Ceylon at the Colonial and Indian Exhibition held at South Kensington that year, where he had the good fortune to meet, and make the acquaintance of, many leading representatives of the Colonies. The object of Ceylon—at that time just emerging from the industrial calamity caused by the sudden failure of the coffee crop—was to introduce to the world its new industry of tea-planting. The export of tea was then under 8,000,000 pounds, while it has now reached more than 200,000,000 pounds. The plan of the Ceylon authorities was to get visitors to the Ceylon Court by a show of attractive exhibits in order that tea should be dispensed at the Tea Pavilion adjacent to the Court. This policy, which was pursued at subsequent exhibitions, notably at Chicago, Paris and St. Louis, was one of the principal methods by which the attention of the world was secured to the tea industry of Ceylon. It is hardly necessary to add that Ceylon tea is now sold and largely used everywhere!

For upwards of twenty years Mr. Davidson filled various posts, administrative and judicial, in the Ceylon Civil Service:

perhaps the most interesting of all being that of Chairman of the Municipal Council and Mayor of Colombo. During his two years of office in charge of Colombo, he carried through many important improvements, including a new sanitary service for the disposal of night soil, the development of electric tramways into the suburbs, which paved the way for the reduction of the overcrowded areas in the town itself, and the extension of the system of electric lighting.

In 1899 and 1900 he (Mr. Davidson) was employed as the representative of Ceylon at the Paris Exhibition, where his aim, under cover of an attractive show, was to aid in the expansion



SIR WALTER E. DAVIDSON, K.C.M.G.

of the tea industry and to promote the commercial interests of the Colony. About this time he was nominated to membership of the International Jury which determined the awards to be given to exhibitors, his special duties relating to sporting equipment. The Government of the French Republic honored him with the Rosette of the Académie and a Service of Porcelain from the Government works at Sevres, in recognition of his co-operation with the direction of the Exposition. On returning to Ceylon he was appointed Land Settlement Officer in connection with the Governor's scheme for the adjudication and registration of native titles; but in August, 1901, was selected by the Secretary of State to join the temporary administration of the Transvaal, which was being formed by Lord Milner after the occupation of Pretoria. His connection with the Transvaal continued for two and a half years.

At first he was appointed Assistant Secretary of the Administration and subsequently, on the retirement, through illness, of



LADY DAVIDSON.

Sir George Edley was made to succeed him as Secretary to the Administration and, on the promulgation of the temporary constitution under the Crown Colony system of Government, was appointed to be the first Colonial Secretary. During this eventful period it was the duty of the Executive Council, under the governorship of Lord Milner, to reconstruct the civil government of the Transvaal, to enact new laws suitable for the altered position of the country, to reconstitute the administration, urban and provincial, to repatriate and restore to their holdings the population of Dutch descent, to bring into harmony the conflicting elements in the population and to prepare the ground for self-government. It was during this period that he was honored by having the C.M.G. conferred on him.

Early in May, 1904, he was appointed Governor of the Seychelle Islands, where he remained until December, 1912, and during these eight happy years, he aided in the development of

the resources of those rich and beautiful islands. Perhaps his most important achievement was the arrangement of a contract with the directors of the steamship company, the "Messageries Maritimes," to carry copra at a minimum scale of freight in return for an augmentation of the mail subsidy. This gave those engaged in that industry the cheapest and best arrangement for transportation of any country exporting the products of the coconut palm. He also encouraged the preparation of cinnamon and vanilla, which constitute the principal subsidiary products of Seychelles.

The exploitation, also, of the phosphate guano deposits on some of the islands meant steady and remunerative employment for labor and a large addition to the revenue. He left, as a memento of his administration, apart from public works, a new and very beautiful Government House set in exquisite grounds, besides a full treasury, no public debt and light taxation. His Excellency married for the first time at an early age, in 1882, the daughter of Dr. Baber, of Thurlow Square, a well-known physician; and his son Douglas—thanks to the love of letters and the instruction imparted by his mother—was brilliantly successful as a Scholar at Winchester and at Balliol College, Oxford. His mother fell a victim to an epidemic rife in Pretoria in December, 1901, after nineteen years of married life. Her memory is commemorated in their old Kandyan home by the erection of a rest house for way-farers at Ruwanawella, to the cost of which all races, castes and creeds contributed; and her name is still venerated throughout the country. She was also honored by the Government of the French Republic, by appointment as an officer d'Académie, an honor rarely bestowed on women. Governor Davidson married again in 1907—this time a daughter of a distinguished soldier and veteran of the Crimea, General the Hon. Sir Percy Feilding, of Broome Park, Betchworth in Surrey, and their two little girls (Diana and Daphne) were with them while they sojourned with us in St. John's.

During the early part of his Administration here, Sir Walter had the exceptional honor of entertaining two members of the Royal Family—first, Prince Albert Duke of York, and then His Royal Highness the Duke of Connaught. The former was quite a young lad at the time, and none the less interesting to most of us on that account. He came by way of our West Coast, where he had a good time angling for salmon. He was at that date a midshipman on board H.M.S. *Cumberland*. When Governor Davidson became aware of the Prince's arrival there, His Excellency at once made ready to meet him. That was on the 16th of June, 1913. Accordingly, on the 17th a special train left here at 7 p.m. for Bay St. George. The private car *Terra Nova* was put on, and there went forward the Governor, his A.D.C. and several guests. The object of the party, as I have already intimated, was to meet Prince Albert and the officers of the *Cumberland* and enjoy a few days' sport with them.

Subsequently the warship came on to St. John's, and at 3 o'clock on the afternoon of July 1st the Prince came ashore with other cadets, and managed to put in a pleasant hour or two at Government House and at the residence of the Prime Minister. At 3.45 on the afternoon of the 3rd the Prince made a formal landing, and was received on the pier by the Governor and Lady Davidson, who accompanied him through the city. They drove to Government House by way of Water Street, New Gower Street, Theatre Hill, Queen's Road and Military Road. He occupied a seat in the Governor's landau and many people lined the streets to see him. He attended a Garden Party, from 4 to 5.30, during the greater part of which time he freely fraternized and played cricket and football with the young men present, dined with the Viceroy at 6, and at 7 p.m. returned to the *Cumberland* which left at 4.30 the following morning.

Since then Prince Albert has blossomed into manhood and assumed quite an attractive personality. Much of an interesting nature could be said regarding his recent movements, but my space is limited and I am now writing about Governors, not Princes. Let this, therefore, suffice: When, with the customary ceremony, he was introduced to the House of Lords on his creation as Duke of York, there was much pomp, much ceremony, but the Prince was just the usual British young man,

lithe, attractive, smiling, wearing with ease and grace the flowing robes of the peer, and looking up affectionately at his mother and sister who were watching the scene from the gallery. He is absolutely without "side," and I doubt whether he has the fascinating personality and compelling charm of his elder brother, but he is always completely at ease, and perfectly sure of himself. The Prince of Wales is very like his grandfather; the Duke of York is very like his father. He is not an orator, yet he knows how to say just what he wants to say, and does so usually without notes.

Only once has he been known to slip, and then he quickly recovered himself. In short, the Prince represents quite accurately those qualities of British manhood which have done so much to make this British nation of ours such an immense power in world affairs. He is a modern influence cast in the right mould, and he is popular because he deserves to be.

Perhaps the next most interesting local event that occurred during Sir Walter's reign here was the visit of the Duke of Connaught in 1914. Between 9 and 10 o'clock on the morning of July 14th that year H.M.S. *Essex* arrived, bringing to our port His Royal Highness, who was then Governor General of the great neighboring Dominion of Canada. He had been on a salmon-fishing trip to our West Coast, and Sir Walter, our

It was the intention of the Duke to call at Bonaville and Trinity on his way south from Grand Falls and the people of those two important towns had built arches, decorated their houses with flags, and imported fireworks to give the Duke a fitting reception. But they were doomed to disappointment, and they felt it keenly. "Owing to fog and numerous icebergs, he was compelled, with deep regret, to pass by the harbours of Bonaville and Trinity without paying the good people there that fondly anticipated visit." And so His Royal Highness came on here directly, arriving a day earlier than we had expected.

Although he did not officially land till the following day, the 15th, yet we were glad to have him in port and to know that he would be with us three days instead of two,—that he would come on shore at once (unofficially, of course) lunch with the Governor, take a drive through the city in the afternoon and, on the way, call at the General Hospital, and speak a kindly word to the s.s. *Newfoundland's* frost-bitten sealers still confined there. This outward and visible sign of His Royal Highness's sympathy, I need hardly say, touched the sufferers very sensibly.

On the following day, Wednesday, the 15th, the official programme was opened by Governor Davidson, who, shortly after 9 o'clock a.m., proceeded on board the *Essex* to receive His Royal Highness. The Duke, accompanied by His Excellency

LANDING OF PRINCE ALBERT AT KING'S
WHARF JUNE 28, 1913, AND RECEIVED
BY HIS EXCELLENCY AND
MRS. DAVIDSON.



own Governor, availed of the opportunity to invite him to this city, as the guest of the Government, which invitation he was too good and too gracious to decline.

His Royal Highness, accompanied by his military Secretary, first landed at Bay of Islands, St. George's, where he was met by Governor Davidson and suite and given a right royal welcome. The people of that important district turned out in force, and with flags, banners, volleys of musketry and every other conceivable expression of loyalty, besought him to make the Colony and all it contained his own while here.

However, the Duke did not remain long at Bay of Islands. He enjoyed a week's fishing there, and had a charming trip—in spite of the mosquitoes—up the Humber River, where His Royal Highness was pleased to change the name of Marble Mountain (which abuts on the Humber) to that of "Patricia Head," after his amiable and popular daughter, the Princess Patricia. He did this, it seems, at the happy suggestion of Governor Davidson, who, by the way, never feels happier than when he is suggesting something of an interesting nature. The royal visitor then proceeded down through the Straits of Belle Island, calling at St. Anthony, where he inspected the Grenfell Hospital, fox farm and herd of reindeer. Thence he came on to Grand Falls, where a brilliant reception awaited him. There he spent Sunday and attended Divine Service in the morning at the Church of England, the preacher on the occasion being His Lordship Bishop Jones, who had gone on there to meet His Royal Highness and accompany him to St. John's.

and *entourage*, landed at the King's Wharf at 10 sharp, and was received by a guard of honor of forty formal-looking men of the Newfoundland Constabulary, whose line soldierly appearance we could not help admiring. Then the band of the Methodist Guards played the first six bars of the National Anthem: this they did just as His Royal Highness stepped on the wharf. Here, too, the Municipal Commissioners presented an address bidding His Royal Highness welcome to the capital of this "ancient and loyal Colony." The Duke very graciously replied, and then the Mayor and Council were presented to His Royal Highness by His Excellency the Governor, as were also, at the same time, the Prime Minister and Members of the Executive Council, the heads of the religious denominations and the different foreign Consuls.

The Duke then started on a tour of the city. The first halt was made at the King George V. Institute, where His Royal Highness was received by the Directors and Secretary of the Newfoundland Grenfell Association and conducted through the different departments of the concern. Having carefully inspected the Institute and taken leave of the officials and committee, the cortege proceeded through the city to St. George's Field, where they arrived at 11.30. Here our amateur army, consisting of the Church Lads' Brigade, the Catholic Cadet Corps, the Newfoundland Highlanders, and Company A from Harbor Grace, and Company A from Carbonear, of the King Edward Cadets, were drawn up in quarter column. On entering, His Royal Highness was received with a royal salute, the massed bands

playing the National Anthem. The Duke then walked down the ground and, with the keen eye of a soldier, carefully inspected the various companies the bands playing all the time. The troops then over, he took his place at the saluting base, and the impetuous band led him and marched past. When the second corps had finished their rolling ground, the officers on parade returned to the saluting point and were presented to "His Royal Highness Field-Marshal the Duke of Connaught."

On leaving the Parade Ground the Duke proceeded along Military and King's Bridge Roads, entering Government House grounds by the eastern gate. In the afternoon he drove along the Waterford Bridge Road, arriving at Bowring Park at 4 o'clock, where more than ten thousand people had gathered to greet him. Assembled on the spacious platform erected for the occasion were many prominent citizens, guests of the generous donor of the Park. Here the Prime Minister formally presented the Hon. Edgar R. Bowring (now Sir Edgar) as the public benefactor through whose generosity the Park had been obtained. Mr. Bowring, then, in a very unostentatious and graceful manner, asked His Royal Highness to declare the Park open for the pleasure and recreation of the public. The Duke smilingly acceded to Mr. Bowring's request, and enhanced the value of the gift by the handsome compliment he paid the giver.

Then Governor Davidson, in a most befitting manner, tendered to Mr. Bowring the thanks of the community; after which His Royal Highness, accompanied by the guests, and followed by the vast assemblage, proceeded to another part of the

by leading concerns to be utilized for purposes of general public advantage. This is a gratifying circumstance, for the change denotes a better realization of the moral, if not the legal, claims of men of wealth to contribute to the betterment of the communities in which they have made their money; and in this respect the action of the Messrs. Reid in following in the footsteps of monied men elsewhere, will serve as an example to many others amongst us. The gift of the Reid Company is in the form of Sanatoriums—we prefer this word to Sanatoria—for an anti-tuberculosis campaign. Mr. W. D. Reid, the President of the Reid-Newfoundland Company, learning that the Government had decided to set on foot vigorous measures against the Great White Plague, offered to build and equip a Sanatorium in St. John's for the purpose of treating tuberculosis patients, this building and equipment to cost—\$50,000, while his brothers Messrs. H. D. Reid and R. G. Reid undertook to provide sixteen cottage hospitals in the outport districts for the same purpose, to cost about three thousand dollars each, or another \$50,000 altogether. These structures will be completely finished and equipped and handed over, free of any cost whatever, to the Government; which will thenceforth maintain and operate them as a part of the public service of the Colony. Mr. W. D. Reid, who left St. John's a day or two after the offer was made, will, while in Canada this winter, have the necessary plans made; and the building of the Sanatorium in St. John's will be started in May."

Comment on the foregoing paragraph is unnecessary. Suffice it to say that the good intentions of the Messrs. Reid failed to materialize, and that the only Sanatorium we can boast of to-day owes its erection, equipment and maintenance to the Government of the Colony. It is controlled by the Department of Public Works and Dr. Herbert Kendell, the Superintendent.

But to return to Governor Davidson. His Excellency had a pretty strenuous experience during the whole four years of his reign here. The Duke of Connaught had scarcely left our shores when the Imperial authorities found it necessary to declare war against Germany. This upset all Sir Walter's peaceful calculations, and compelled him to formulate a new and entirely unanticipated programme. What with consultations with the Intelligence Officer (Captain Abraham) and the largely-increased correspondence with Downing Street, His Excellency had little time to devote to social functions. Nevertheless, he managed to honor with his presence many of the more important events, and to inspire the public with confidence in the successful outcome of the greatest of all our struggles for national freedom.

About this time arrangements had been made by the Committee of the Grenfell Institute for a series of lectures and musical entertainments during the winter months, and Sir Walter, in spite of the many other demands upon his time and attention, very kindly consented to open the course with a lecture on "The Great War." The hall was filled to its utmost capacity, and the Governor had his data so carefully prepared and the whole subject so well in hand, that he gripped his large and intelligent audience at the start and held the attention of all right on to the finish. By means of maps and diagrams on a screen in rear of the platform, and with the aid of a billiard cue, as a "pointer," he traced the advance of the German Armies from their base through Belgium to the positions they then occupied. The lecture throughout was most instructive, as well as interesting, and the vote of thanks accorded His Excellency at the close was heartily endorsed by all present.

Then he had to function the indispensable receptions, "at homes," dinners and executive meetings at Government House, open bazaars, sales of work, and other money-making enterprises set agoing by the different religious denominations and secular institutions, and make himself generally useful here, there and everywhere. As in the case of Goldsmith's village schoolmaster, "the people all confessed how much he knew," and governed themselves accordingly. That is to say, they asked him to preside at everything, from the billiard tournament at the City Club to the opening of the Legislature at the Colonial Building. To be a Governor under such circumstances, and in view of such requirements, it must be admitted, involves responsibilities of a very exacting nature. But in addition to all these obliga-



DUKE OF CONNAUGHT AND GOVERNOR DAVIDSON
AT BAY OF ISLANDS.

grounds, where he commemorated the event by planting a tree and accepting a miniature silver spade as a souvenir of the incident. Tea followed and the Duke shortly afterwards left for the site of "the contemplated hospital for the treatment of tuberculosis." Here Mr. W. D. Reid, "the donor of the Hospital," was presented to His Royal Highness by Sir Walter; whereupon Mr. Reid prayed the Duke to lay the foundation stone of the structure, which he well and truly did. In this connection, and by way of explanation, it may not be amiss to quote here the following extract from one of our local papers published the year previously:—

"Towards the end of January an announcement was made through the daily press in St. John's of a benefaction to the Colony, the generosity of which was almost startling in its magnitude, especially in this community where there are few instances of gifts by wealthy citizens for public purposes. It is rather a regrettable circumstance that, in spite of all the great fortunes made in this Colony in bygone days by those who have developed its principal industries either through their firms in Newfoundland or their connections abroad, there has never been any substantial philanthropic offering made on their behalf until the present year, when two very generous sums were set apart



GOVERNOR DAVIDSON RECEIVING THE DUKE
OF CONNAUGHT AT THE KING'S WHARF
JULY 14TH, 1914.

tions, Governor Davidson assumed the Chairmanship of the Newfoundland Patriotic Association. And not only did he, in his capacity of presiding officer, attend pretty well all the meetings, he made out and presented to the Legislature a lengthy and comprehensive report of the Association's proceedings, the preface to which I here quote, just to remind us of those stirring and eventful days. His Excellency says:—

"I have the honor, in my capacity as Chairman of the Patriotic Association of Newfoundland, to lay before the Legislature a report covering the course of the whole volunteer movement from its inception on August 12th, 1914, to the end of March, 1915. Notification was received on the night of August 4th that war had been forced upon Great Britain by Germany. The Government, having taken council as to the duty of the Colony in this supreme crisis in the history of our race, authorized on the 7th idem the despatch to the Secretary of State of a telegram in these terms:—'My Ministers desire authority to enlist men for service abroad, by land and sea. Ministers undertake to raise the force of Naval Reservists by October 31st to 1,000 efficient men available for the Naval Service abroad for one year, and are willing to meet all local expenses. Several hundred men with efficient local brigade training offer themselves for enlistment for land service abroad. Believe that 500 could be enlisted within one month. Propose to induce serviceable men between eighteen and thirty six years

to enroll themselves in training for home defence wherever corps instructors are available. These would form material for further drafts.'"

The Secretary of State, on the 9th idem, responded to the offer of our Ministers in terms of the following telegram: "Referring to your telegram of August 7th, His Majesty's Government gladly avail themselves of offer of your Government to raise troops for land service abroad. Will telegraph later as to Naval Reserve." The acceptance of our Government's offer by the Lords Commissioners of the Admiralty was received on August 14th, and the action thereon is reviewed under paragraph 11 to 15 of the said report, copies of which are still available, as large numbers were printed, and freely distributed at the time. But enough in this connection.

Sir Walter easily adapted himself to the conditions which existed at the time I refer to. He has something of the Tudor roughness about him. Like Henry the Eighth, one can well imagine him wrestling with a butcher on a village green and apologizing to the butcher's friends after giving him a licking. He is equally at home with the masses and the classes. He is not only a man of the world, but a man of more worlds than one. His connection through his better half with the Feilding blood does not prevent him from descending on selected occasions to democracy. If the late Governor MacGregor might be taken as the Athos of the British Proconsulate, and Sir Ralph

THE DUKE OF CONNAUGHT AND GOVERNOR
DAVIDSON INSPECTING BRIGADES
AT ST. JOHN'S.





GOVERNOR DAVIDSON AND THE PRIME MINISTER
(NOW LORD MORRIS) WITH OFFICERS OF FIRST
NEWFOUNDLAND REGIMENT.

Williams as its Aramis, Sir Walter is even more its Porthos. So well off, so insolently brave, with so much muscle, and—well Porthos needs no further description. But Porthos had, with all his bluntness, an occasional weakness for the part of Aramis. He sometimes intrigued—though not in the manner of M. l'Abbé. Now, intrigue is exactly what Sir Walter cannot abide. In this respect he differs widely from Sir William MacGregor who, as everybody knows, intrigued outrageously with the leader of the Opposition in 1908 for the overthrow of the Bond Government. "We'll have no intriguers here," he said, in the decisive tones of Mrs. Quickly on "Swaggerers".

The mere facts are, of course, that in the transactions that led to Sir Robert Bond's resignation, Sir William MacGregor played no unimportant part. He supported the Opposition leader of that time, and received his reward, no doubt; but as to the shape and substance of that reward I am unable to say anything at present. The man who led the Opposition at the time, however, knows all about it, and may be induced to speak, now that Sir William has taken his departure from this mundane sphere.

But was there really any intrigue? Let the leader of the Opposition himself answer. In the course of a handsome eulogium on himself, delivered a few days after the change of Government, he remarked: "I know of no intrigue. I would not have been in one if I had known it, you may rest assured." And, if this were not enough, he returned to the subject: "I hope that you will believe that I never entered into an intrigue." He had, he said, "no personal motive of any kind or sort," no ulterior motive whatever; there never was such a categorical negative since the Grand Inquisitor's in "The Gondoliers".

Of course, one takes the said denial for what it is worth. But one cannot help feeling rather like Mr. Micawber after his wife had assured him for the sixteenth time that she would not desert him: "My dear, I am not conscious that you are expected to do anything of the sort". It needed no such emphasis to make us believe the then leader of the Opposition: indeed, such is the inconsistency of human nature, we might have had a more profound sense of his disinterestedness had he less insisted on calling attention to it. Nobody thinks him self-seeking in the vulgar sense. Men with titles, honors and incomes are seldom that. Becky Sharp has put it on record that she would have been an innocent lamb on fifty thousand a year. There are, however, other objects of ambition beside the income of a Minister.

But in Newfoundland to-day things are not the same as they were in 1917, when Sir Walter Davidson left us for the Antipodes. Then business was "booming" and the financial and industrial outlook realized our most sanguine expectations. Now a feeling of depression exists the world over and the disastrous effects of the war are felt everywhere. Somewhere in his "Decline and Fall of the Roman Empire" Gibbon tells us that "history in certain highly important respects repeats itself

every century". Be that as it may, we have had at least two very remarkable instances within the past hundred years. For example, only a brief interval of seventeen years divided the death of George III. from the accession of Victoria. It was a period of national collapse due less to the exhaustion of England of which there were few signs till after Waterloo, than to the impoverishment of the Continent.

So long as war lasted it gave a stimulus to British industry and commerce which more than compensated the drain upon the national purse. In England alone was industry secure from the eruption of armed men, and capital free to operate in confidence of ample returns. From England belligerent Europe was compelled to draw its supplies of manufactured articles, and British shipping alone could be relied upon to transport its raw materials.

The peace of Paris brought about an immediate contraction of foreign orders. Compulsory demands ceased at once, and the Continent had little money to spend upon commodities with which it could dispense. A great industrial population had grown up in England, dependent for its daily wages upon the foreign demand thus summarily curtailed, and the sudden loss of a considerable percentage of its employment threw it into acute distress.

At the beginning of Queen Victoria's reign, and for some years afterwards, the condition of the mass of the population was deplorable. Reforms of certain institutions, the urgency of which had been patent to Pitt, had been postponed by the double strain of war and commercial activity. As foreign nations recovered from the depression and insecurity of the Napoleonic era, they naturally strove, as far as possible, to supply



GOVERNOR DAVIDSON PRESENTING COLORS TO FIRST NEWFOUND-
LAND REGIMENT AT CAMP GROUNDS, "PLEASANTVILLE."

their own needs, and thus reinforced the primary cause of English distress by introducing a new and permanent force which had up to the beginning of the "World War" of 1914, scarcely reached its full development.

Political abuses and social wrongs, which passed unregarded while the nation was intent upon amassing wealth or prosecuting foreign enterprises, were thrown into prominence by its enforced leisure, and the cry for reforms was accentuated by the more terrible cry for bread. The neglected problems of many years pressed for revision, and the best men in every department of national activity awoke to the consciousness that the whole social and industrial system had to be made new in order to meet the imperative needs of a new time.

Very similar conditions prevail to-day, not only in England but all over the Empire, and it will take even a longer time now than it took them to put in operation remedial measures. It is needless for me to apply the moral contained in the foregoing, for the simple reason that it so obviously applies itself. He who runs may read it. History disports itself all along the ages. We need not go beyond our own country and recent events to see how the old human passions and instincts still govern the people and, alas! in too many instances, even the people's

sorts and conditions of men. won him the cordial attention of his subordinates, and the confidence and respect of his chiefs. Touching the immediate outlook of our local politics, Governor Davidson, no doubt, wonders how we manage to get along so well. Looking further afield than to the mere vicissitudes of the "ins" and the "outs," Sir Walter must indulge in some interesting speculations as to the probable trend of events here. Possibly he regards it as not unlikely that we shall, before long, witness the formation of a Great Central Party, towards which will gravitate all those who, alarmed by the fissiparous tendency of local groups, are determined to create, if they can, a growing unit sufficiently compact to be able to answer for the administration of the Colony. The first duty of this Centre Party would be to restore the efficiency of the House of Assembly. Governor Davidson was, and is still, I believe, strongly of opinion that this is a task not so difficult of accomplishment as most people believe.

All that is needed to overcome obstruction and to make the House of Assembly an efficient instrument of legislation is to order that every Bill shall be debated according to a Time-Table drawn up by the House for each measure. By this time-table arrangement the House would decide how much time



LADY DAVIDSON WITH THE HOSPITAL COMMITTEE OF THE WOMEN'S PATRIOTIC ASSOCIATION MAKING HOSPITAL SUPPLIES AND DRESSINGS FOR OUR WOUNDED SOLDIERS AND SAILORS.

leaders. I make no reference to any particular party or combination. I refer to men and things generally.

The great moments in our recent history, when Newfoundlanders felt that it was worth while to live, have many of them been associated with Sir Robert's name. The epic strain is not frequent in our politics, but wherever it has occurred since Sir F. B. T. Carter's time we owe it to Sir Robert Bond. He has touched, and he alone, with the exception of Mr. John H. Boone, the higher nature of man in his public capacity here. "His appeal" as Arnold would put it, "is to the over-soul."

Said one of his old-time friends, the late Sir E. D. Shea, at the time of the Bank disaster. "If I were asked what was the distinguishing characteristic of Sir Robert Bond's influence. I should say that he never for a moment forgets or allows his hearers to forget that they are voters, toilers, merchants; but, over and above all, there is constantly present to his mind the fact that they are morally responsible beings."

As an Administrator, Sir Walter Davidson had been pretty successful. There is at this moment, so far as I can learn, not a serious blunder connected with his name, nor a single false step of importance charged to his account. Even in offices in which he served in a subordinate capacity he left his mark. Everywhere and always his sound common sense and capacity for business, and his facility for getting on with all

should be devoted to the consideration of each important Bill, and having done this, it should still further decide how much time is to be devoted to the discussion of each of the clauses. If this system were worked intelligently, and with sufficient elasticity to adapt itself to the needs of the situation, it is thought that obstruction would be stopped, and the House would once more become an efficient instrument of legislation.

But not to further digress. His Excellency Governor Davidson has proved himself an excellent Viceroy, eminently fitted to administer, humbly and without prejudice, the affairs of a self-governing Colony like Newfoundland. As I have already shown, he had to govern in troublous times, while the gospel of dynamite was pealing through the air, joining in unholy diapason, with the sound of canon thundering in France and Belgium. Hence, when Sir Walter came to Terra Nova, everything combined to give him a unique chance to make changes for which the time was fully ripe. Yet no one could have impressed his ideas upon the public mind with less of the histrionic art. Indeed, Governor Davidson's only art has been the art of concealing art, which, indeed, may be regarded as the very essence and consummation of art, and for which, rightly or wrongly, Lady Davidson comes in for most of the credit. Anyway, His Excellency was one of the first Proconsuls to make our Government House worthy of its name and

designation. It was the residence of the Ruler. He ruled there with dignity and in simple fashion, but nevertheless with a spirit and a sympathy which transformed it from a mere bureaucratic department into the natural seat of the Executive Head of a modern and industrial Dominion.

In social life Sir Walter is not a man of many words. Rather does he encourage others to talk, though leaving on their minds later the impression that he has been the spokesman. He has perceptions as well as opinions. and does not look at life from its intellectual side only: a common error in this our cultured day. He may not himself be emotional, but he knows that the emotional plays a dominant part in many natures; he may not himself be blinded by glamour, but he knows that those exist who see life only through a golden or an ink-black haze, emanating from their own inner mood; and he judges of men as individuals and not in the aggregate, while with him instinctive feeling precedes criticism, though the former is followed closely and modified by the sterner verdict of the latter.

I like Sir Walter very much, socially as well as officially. You have only to meet him at one of his "receptions" to be prepossessed in his favor. A ready word and a kindly disposition to speak the word that is ready, gives him the key to unlock even a stranger's heart. There is a grace of simple kindness in his manner as there is the strong love of simplicity in his saying: "I hate unnecessary display and extravagance, even at State functions." To speak as he thought, as he felt, as he believed, with faith and with sincerity, this was enough; this his one secret of true power. Of a sensitively generous nature, his benefactions are many and judiciously bestowed. He still, I understand, benevolently remembers two or three old civil servants here (or

at least he did until very recently) whose pensions are inadequate and sends them regularly, remittances from his own private income. It is a well-remembered fact that, during his sojourn with us, he never sent any deserving applicant away from Government House empty handed. "Depend upon it," said he to a mutual friend who met him last year at his present seat of Government in Sydney, New South Wales, "I have by no means forgotten poor old Newfoundland, nor the people that dwell there. A strange rugged beauty is still in my memory of Terra Nova; a country frost-bound at times and always exposed to the fury of the "North Atlantic Ocean, but noble nevertheless."

Herewith I break off my notes on one of the few Governors of our time who, after a long and honorable career, retains in his old age the enthusiasm and faith of his early manhood. Of his home life I have not left myself space to speak, even if I felt at liberty to do so. It is enough to be brought for a brief period into the presence of one of the old heroic breed whose lives ennoble the generation in which they live.

"Life may be given in many ways,
And loyalty to truth be sealed
As bravely in the closet as the field
So bountiful is Fate;
But then to stand beside her,
When craven churls deride her,
To front a lie in arms and not to yield,
This shows, methinks, God's plan
And measure of a stalwart man.
Lambled like the old heroic breeds
Who stand self-poised on manhood's solid earth
Not forced to frame excuses for his birth
Fed from within with all the strength he needs."



✻ After Their Kind. ✻

By G. M. S.

Our ask not of the wayside thorn
That it should dwell a garden rose.
It withers, from its freedom torn
For hands to prune and walls enclose
The road calls to the roving feet,
And the hedgerow grasses high
Bend to whisper how it is sweet
To see the world go by.

Ask me not to make yours my good,
To hold as mine your sanctities.
Scatter what were no other's food,
Renounce what makes no other's ease
My soul bends not to your soul's stress,
Nor fits her to your pattern trim;
Who set thorns in the wilderness
Would have thorns flower for Him.

What to you if your branches bear
A little early, a little late?
Who has his only heaven here
Must keep the hour inviolate.
Oh roses that are plucked and tied
To make a chaplet for a king—
My wayside petals scattered wide
For what wind's harvesting!

Yea, for the wind has harvest, too,
To gather in his idle store,
Though none can say What dost thou do.
Not any find his threshing floor.
None may his devious homing trace,
Yet though he seem to scatter fast,
Boundless to some predestined place
The whirled leaves come at last.

Ask not of me the sacrifice
That haply were not one to you;
There are who find their gain in this
That would waste all my substance so.
There is a paradise for such,
Where row on row in ranks they shine,
For me, wild outspread arms to touch—
The night's wet mouths on mine!

✻ Awakened. ✻

By P. Florence Miller.

All winter while the snow piled deep
Our little brooklet lay asleep,
All hushed the joyous babbling flow
That made us music months ago;
But still beneath its blanket fair
One knew the little brook was there.
O many a storm full keen and chill
Has swept them, since we gazed our fill
At sea and woodland, lea and ridge
From our quaint vantage-point—the bridge—
Yet, while its railings only gleamed,
Each time I crossed old dreams I dreamed.

But now, behold! Its lips unsealed,
The brooklet is again revealed;
Its flowing gurgle bubbling through
Awakens lovely thoughts of you,
That, like the little brook, have slept
All winter long, safe-locked; and kept

Their peace in silence. But to-day
The old bridge beckons down the way
Our brooklet babbles of. And so
'Tis good to see the winter go!
And my heart's silence, too, has end,
And I would meet and greet you, friend.

Letters on Newfoundland History.

By Rev. T. J. Flynn, B.A.

No. 2.

MY DEAR NEWFOUNDLANDERS:

QUITE recently in a lecture before the Royal Colonial Institute in London on "The Birth of the Overseas Empire," Lord Morris is reported to have said:—"Surprising as it may seem, the nursery of the American Nation was this English Fishery in Newfoundland. It was the annual voyaging to her waters that insured the idea of settlements, or plantations, on the American mainland. . . . A 'no-man's land' for nearly a century, Sir Humphrey Gilbert in 1583 formally annexed it for Queen Elizabeth. In 1610, John Guy a merchant of Bristol, and afterwards its mayor, established a permanent settlement in Conception Bay. . . . the first permanent overseas settlement by English people. . . . Newfoundland was all this time a region of but one industry, regarded as a land of fogs, dogs, and dogs. . . . This mistaken notion,

extent brought it about. Besides the widespread spirit of adventure then prevalent in Europe, conditions in England were decidedly in its favour. Bosworth Field had ended the Wars of the Roses. Henry VII.—the founder of the Tudor line—had ascended the throne. The people of England, now that their cruellest of civil wars was at a close, had time to think of peaceful pursuits. They began therefore to be increasingly interested in commerce and its development—to think more of the place England occupied relatively to the other European nations—to consider as we would phrase it in modern jargon their position in world affairs. Through force of necessity, that is through the capture of Constantinople principally, the Portuguese were compelled to seek a route to the East around Africa. Vasco da Gama doubled the Cape of Good Hope, crossed the Indian Ocean, and sailed to Malabar. The adventures of the Spaniards, and the travels of Polo, the stories of wealth—of gold and



ST. JOHN'S, GUY'S FIRST COLONY, SHOWING LARGE FLAG-STAFF, H.M.S. "BRILLIANT" AND OUR "FIONA" WHILE CELEBRATING GUY'S TER-CENTENARY IN 1910.

... was created and fostered by the English venturers' so that they might enjoy the monopoly of the fishery then selves." This is in brief an outline of what I am about to amplify in this letter—early colonization schemes in Newfoundland.

Looking over the earth's surface in our day, we see that a great portion of it is included in that Empire of which we form a part. A natural question arises in our minds. What circumstances were responsible for the coalescing of so many lands and so many peoples? To trace the growth of England's colonial possessions, we must inform ourselves somewhat on the thought of the times in which these schemes were conceived; nay, more than that we will find it useful to keep before us the motives of the promoters. To understand why men and women left old lands and old associations at home in Europe to build up lands discovered so recently, would be to re-create the leading questions by which the minds of men were then agitated. The story of the attempted colonization, as well as the development of life and industry in Britain's oldest colony forms a valuable contribution to the knowledge of this subject.

It would not be profitable to take up the question of early colonization without making some reference, however brief, to those conditions which materially influenced it, and to a large

precious metals that had been found, were common gossip in village inn and city tavern. So fired were the imaginations of the common people by these oft-told tales that when men like Raleigh, Vaughan, and others put forward their daring plans they found little difficulty in finding men to man the ships. Motivated as these early colonizers were by one or more of these ideas—gold, silver and precious stones, fishing, or idealists striving to make England great—they sought by every means in their power to further the projects that were so engaging.

Almost a century before the Pilgrim Fathers touched American soil at Plymouth Rock Sir Humphrey Gilbert endeavoured to found a permanent settlement in Newfoundland. Although Gilbert was the Captain and leader of the expedition, it seems fairly certain that Raleigh it was who conceived the project, and was the brains behind the adventure. The story of the voyage is soon told. Gilbert sailed for Newfoundland in 1583 having five vessels under his command. He had been in the county in 1579 and he was therefore in a position to know what might be necessary. He reached St. John's on August 24th and found already there twenty-four vessels. In the name of his royal mistress he took possession of the island, set up the arms of England, and after some slight opposition on their part due to misapprehension received the homage of commanders and

crews of the twenty-four vessels. It is interesting to note that at this early time St. John's possessed a summer garden or park somewhere it is said on what is now the Waterford Bridge Road. There must have been a considerable number of people in the settlement even at this time. Gilbert "ordained and established three laws: (1) establishment of the Church of England, (2) attempts prejudicial to Royal rights considered as treason, (3) words of dishonor against the Royal Person to be punished by offender losing his ears, his goods and his ship.

Since Gilbert was the first to attempt colonization in the Country, historians have perhaps given him more space than his services to this country would justify. On his voyage of colonization he spent but two weeks in the island. During that time save for asserting the Queen's authority we know of no valuable contribution he made to early Newfoundland history. He had from the Queen a patent to discover, colonize, fortify, own and rule territories not in possession of friendly Christian Powers. By this patent he was allowed six years to carry out his contract. Whilst in Newfoundland one of his crews deserted and sailed away in a stolen vessel. We know the story of his homeward voyage. His famous saying as he sat on the deck of the tiny *Squirrel* that "we are as near heaven by sea as by

reigns and through many ministries. The antagonism between liver and merchant did not diminish. It may explain why even in some places to-day when one would think the old spirit should be dead merchant and fishermen look somewhat suspiciously on one another. Let us note here in connection with progress for reference later on in our letters that it is not yet one hundred years since the great fight for popular liberties was waged and won in Newfoundland.

Twenty-six years elapsed between the failure of Gilbert and the attempt of Guy. This organized scheme by John Guy an alderman of Bristol was mooted several times. At length in 1610 Guy came out. He had a grant of the land between Cape St. Mary's and Cape Bonavista. He set up his staff house and head quarters at Cupids in Conception Bay, where he built three houses, stores and wharves, as well as a fort. In 1612 he made a second voyage when he was accompanied by a clergyman the Rev. Erasmus Stourton. Yet his heart was in the old country and to it he soon after returned there to enjoy the civic honors of his city and to spend an honorable old age. His colony suffered in various ways from the adventurers who burned his mill and harassed his settlers. It was never a permanent success although it struggled along for some time. We must admit,



FERRYLAND, FIRST COLONIZED IN 1627.

land" is familiar to us all. His expedition was a failure. He himself was drowned on that homeward voyage. His character has been warmly debated, attacked and defended, criticised and lauded. As far as one can judge he was not a leader of men, although circumstances placed him in that position. Prowse in his "History of Newfoundland" writes of him, (p.67) "Gilbert's crew consisted partly of the off-scourings of the jails, and the result, as might be anticipated, was most disastrous; one ship took to piracy, and a great portion of his villainous followers deserted." The voyage was doomed to failure. In spite of his experience of the country, his ships were poorly victualled, the members of his Expedition were poorly selected, and the captain himself was not the leader that men were inclined to think. However, he was a brave man and an enthusiast, but beyond saying this it can hardly be expected that we Newfoundlanders owe much more to this worthy Knight of Devon.

Whilst Gilbert had failed in his project, there were merchant fishermen becoming acquainted with Newfoundland harbours and Newfoundland fisheries. They were not actuated by any of the grander ideals of colonization. They were simply West Country fishers and merchants who saw in Newfoundland great possibilities for their trade. Into their hands the country fell for many long centuries in which its progress was retarded and blocked, and its interests exploited for the benefit of those concerned. Powerful at the Court, they had laws passed by which settlers were forbidden to remain on the island. It was to be a place where fishers gang to fish for cod and nothing else—a mere fishing station. This state of affairs existed for many

however, that it was a serious attempt at colonization the tercentenary of which was kept but a dozen years ago.

Sir William Vaughan made a settlement of Welshmen at Trepassy in 1617 and 1618. Sir William wrote favourably of the country. His settlers seem to have been as badly picked as were Gilbert's sailors. They ruined him. He was compelled to dispose of part of his interest to Lord Falkland and the remainder to Lord Baltimore. In 1627 Sir George Calvert (Lord Baltimore) had been granted a charter of Avalon. He made Ferryland his headquarters. He remained but two years in Newfoundland. Like the other settlements mentioned before, this, too, was badly managed and was never a success. Baltimore was a man of intelligence and had carefully selected his followers. But the turbulence of his surroundings was too much for him. He and his Company of forty left for the Continent where he founded Maryland with its capital Baltimore as an asylum for his Catholic co-religionists. Ferryland was then taken over by Sir David Kirke famous for his success against the French at Quebec. Being a man of strong mind he compelled the French to pay dues, and the fishermen to pay for privilege of fishery stages. He was relieved of his duties in 1640 and died about fifteen years later.

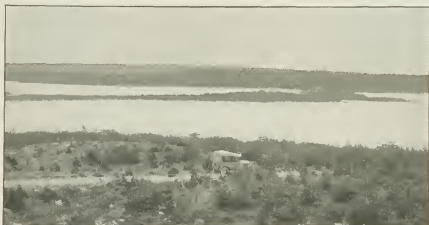
A very interesting point is noted by the late Dr. Harvey in his book "Newfoundland in 1897." He writes "these organized attempts under Royal sanction to colonize the Island were attended with but a scanty measure of success. It was not by these that settlement was to be effected, but by the hardy fishermen themselves, who year after year, and in spite of

all efforts to drive them out, established themselves along the shores of the island and erected hamlets and villages . . . the process proved to be very slow, and the Colony did not advance at the same rate as the other American colonies founded at a later date." About 1616 the population of the island is said to have been about 2000 souls. It had not doubled its population half a century later. A century ago our population numbered about 20,000. Some thirty years later this was greatly increased by immigration from England and Ireland. To-day our people must number in the vicinity of 260,000.

Our country has grown in population and importance during the last three hundred years. In spite of star chamber methods, of fishing admirals, and other enlightened aids to colonization, people were found willing and determined to settle on the island. Friends she had who were ready to make her known like old Sir Richard Whitbourne in his "Discourse of Newfoundland" published in 1622. Even in his day the trade and fisheries of the island were not inconsiderable. Yet the settlement of the Island has been a slow one, and this despite the fact that the climate is healthy and the resources great. It was a struggle for centuries between cruel repression and the rights of permanent settlement. Shipowners coming to the country were forced to return with the same complement of men. It may be said that fire and sword were used to drive

the inhabitants from their settlements, and to so terrorize them that they would be forced to leave the country. From 1500 to 1729 when Captain Osborne was appointed the first Governor, Newfoundland was at the mercy of these "venturers." Although this appointment by no means ended their domination, yet there was implied in his appointment this fact that the home authorities no longer thought of Newfoundland in terms of fish alone. The eighteenth century had grown well into the nineteenth before the power of these men was broken. In the words, then, of Lord Morris in his address quoted above "in view of her past history, the wonder should be not that Newfoundland has made so little progress, but that she has made so much."

In the course of this letter I have refrained all mention of the part played by the French nation in colonialization, I did so because I thought it was important enough to demand separate attention; and also because it was in reality separate from as well as antagonistic to the work of the English. The next letter will contain the story of French Settlements in Newfoundland. I think it well to couple with it the Treaty Shore question. This may not be ideal from the chronological point of view. Yet we will have thereby a connected account of French interest in the country until the day came when we were made masters in our own house.



WIND-OR LAKE, WHERE ST. JOHN'S GETS ITS WATER SUPPLY FROM

(Photo by J. C. Parsons.)

Quiet.

By G. M. S.

MAKE not my place of quiet
A garden gaily drest,
Where voices break upon my dreams,
Nor perished things may rest;

But let tall flowering grasses
Whisper above my sleep;
And no one come to gather them,
And no one come to reap.

Let their arms flung about me—
On mine the bowed heads laid—
Wrap from the dear disturbing of
Winds' singing or word said.

There is no more man or woman,
I am back to my ancient kin;
With the clay for only lover
And the clod for mothering.

Sometimes the bees, late homing,
Shall through the silence go;
The yarrow in the gloaming
Toss wistful to and fro;

But the wind shall loosh his brother—
Oh brother, be still
And of words be never another
After our hail, farewell

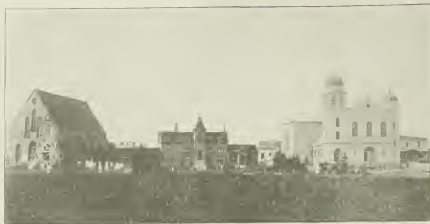
An Emigrant Ship.

By Robert Gear MacDonald.

How many hearts look forward, yet look back
On the great steamship's deck as slow she swings
To reach her berth; how memories will attack
These lonely ones with yet too poignant stings
For the old home they left; yet tier on tier
From waterside to topmost soaring tower
The bright new city rises, and the pier
Is thronged with hosts of welcome's honours

Faint hearts, take courage, mark the rising sun
That shines on this fair Isle; ye young and strong
Be glad, for of all lands on earth this one
Repays the toiler working hard and long.
Renounce regrets, look up, this rock-bound coast
Holds brighter, freer homes than you have lost.

The New Church at Torbay.



THE OLD STONE CHURCH CONVENT NEW CHURCH (1850) PRESBYTERY
(Photograph by J. T. Ashley)

WE herewith publish a photograph which must be of deep interest to all lovers of local history. On one side of the picture is the old stone Church at Torbay, built by the Very Rev. Edward Troy about the year 1859; whilst on the other side is the new Church and Presbytery, built by the Present Pastor—Rev. John T. Ashley, L.Th.

Whilst we admire the new and very beautiful structures, as well as the initiative qualities of Father Ashley, in erecting these as well as his other churches, presbyteries and schools, erected in Portugal Cove and Argentia, and built without any debt, yet our thoughts take us back to those other days, when those great Irish pioneers, both men and women, left their homes and came to Newfoundland to foster the seed of Catholicism, and we cannot but think of the hardships they endured, of their struggles against tremendous odds and their great and silent victories.

The Venerable Father Troy was a Pioneer Priest in every sense of the word. It may not be generally known that he built two churches at Torbay. "On Sunday, June 5th, 1834," Bishop Fleming says, "he had arranged to sail from St. John's, to consecrate the beautiful Church of 'Corpus Christi' at Torbay, erected almost solely at the expense of Rev. Edward Troy—a Missionary than whom this country has never seen one more zealous or more ardently devoted to the duties of his sacred calling." The late and revered Archbishop Howley often stated that Father Troy brought the nails on his back from St. John's for the building of this Church. About 1859 he started the stone Church of "Holy Trinity," and said Mass in it in 1862. Archbishop Howley says: "Father Troy was a prominent figure for many years, in our Ecclesiastical Annals. He was a man physically (being about six feet three in height) and mentally a giant. He was always the confident and right hand man of Bishop Fleming during all his troubles and contests for religious liberty. He was the great Crusader, in the matter of ensuring the observance of the Sanctity of the Sunday. The name of Father Troy was respected and feared: but though feared, he was a man of the gentlest disposition and was beloved even by those who feared him. A man of this uncompromising character, was sure, however, to make enemies amongst those for whose abuses and tepidity he had no mercy.

It was Father Troy, who made the Announcement to the Catholic people of St. John's, that the land, on which their

Cathedral, Palace, Convent, etc., stand had been obtained by Bishop Fleming from the British Government, after his several trips across the Atlantic, which announcement was the signal for great rejoicing, which bursts all bounds on the arrival home of Dr. Fleming himself. In the latter days of his career, this venerable Pioneer, became through over-work and hardship, feeble and almost blind. He had to be helped from the Presbytery to the Church, but he labored in harness to the end.

The remains of Father Troy lie in a vault in the Church at Torbay and over them is a magnificent and beautifully written marble Slab. The Coffin is as perfect, as the day it was laid there, and the remains will be transferred to the New Church about next June, coincident with the fiftieth anniversary of his death, thereby forging a new link, in the annals of our Ecclesiastical History, connecting up the old and the new, the past and the present, the energetic and hard-worked saintly Irish Pioneer of other days with one of our most respected and devoted Pastors of the present.



REV. J. T. ASHLEY, L.TH. Pastor, TORBAY.



Pioneer Work in Winter Flying.



A Brief Account of the Experimental Work of Major F. S. Cotton and His Associates.

By A. B. Perlin.



MAJOR F. SIDNEY COTTON.



CAPT. A. S. BENNETT.

U P to a year ago, when Major F. Sidney Cotton first came to Newfoundland for the purpose of locating the main patch of seals from the air, very little flying had been done under winter conditions. In fact, Major Cotton and his associates are pioneers in this direction, and have done as much for flying as have men like Peary, Amundsen and others for Arctic and Antarctic exploration. It is in countries such as this, where during the winter, communication between St. John's and the outlying settlements is cut off, and navigation is temporarily suspended, that the value of the aeroplane is most readily apparent. The truth of this statement has been fully proven by Maj. Cotton, who has often, within a few minutes, broken the state of isolation which had existed between the capital city and outport towns for many days. In short, the credit for adapting aeroplanes to climatic conditions such as

prevail in Newfoundland during the winter, is due to Major Cotton and those associated with him in his venture.

THE PIONEER IN WINTER FLYING.

The two men who have been most closely associated with Major Cotton are Mr. A. S. Butler and Capt. V. S. Bennett. Major Cotton is an Australian by birth and an airman of long experience, despite his youth. During the war he served with the Royal Naval Air Service, which later, with the Royal Flying Corps, was incorporated in the Royal Air Force. Not only was Major Cotton a gallant fighter, but he also gained a reputation as an inventor, and the "Sidcot" flying suit, which originated in his brain, was extensively used by British airmen throughout the war. This suit was made on the vacuum principle and enables the wearer to enjoy comfort while flying in extremely cold weather. Major Cotton was an



ARRIVAL OF MARTYNSIDE AEROPLANE AT HANGAR, QUIDI VIDI.
[Photo by T. P. Hayward.]

THE MARTYNSIDE FLYING OVER QUIDI VIDI LAKE.
[Photo by T. P. Hayward.]



NEWSPAPER MEN LEAVING QUÉBÉC FOR A FLIGHT
OVER THE CITY



THE MARIANVILLE BIPLANE ON THE ICE ON QUÉBÉC LAKE.
THE WHITE HILLS ARE IN THE BACKGROUND.

[Photo by F. B. Hayward.]

entrant for both the Australian and South African flights and Aerial Derby 1920.

Alan S. Butler has been closely associated with Major Cotton since September 1921. He is an Englishman and during the war served with the Coldstream Guards. It was not until after the Armistice that he took up flying and he was the first private aeroplane owner to fly from London to Nice, and return. Mr. Butler has made frequent flights to Paris in his own machine and was a very successful entrant in the English Aerial Derby of 1921, gaining third place, and beating some of the best known English aviators. He has many varied business interests being owner of the International Artists Film Co., Ltd., a director of the De Havilland Aircraft Company, and late owner of the Crown Preserved Coal Co., Ltd., of Cardiff.

Capt. V. Sydney Bennett is too well known to Newfoundlanders to require any extended notice. He is the son of Mr. J. R. Bennett, and served with considerable distinction during the war, first with the Newfoundland Regiment, then with the Royal Flying Corps, and later with the Royal Air Force. He has been actively interested in Major Cotton's work since the beginning of his venture in November 1920.

DIFFICULTIES OF WINTER FLYING.

Many difficulties, some of which would to a weaker spirit, have seemed insurmountable, had to be contended with by Major Cotton when he first came to this country. After suffering many set backs, which included the loss of one machine, practically all of these difficulties have been overcome by him.

The results which he has achieved were obtained only after many experiments had been made, and many risks taken. One of the first difficulties which had to be surmounted was that of finding some suitable means which would enable the machine to take off and land, upon ice and snow. Obviously, wheels were useless for this purpose, and again, Major Cotton was called upon to demonstrate his inventive genius, and the skids which he evolved, to take the place of wheels and floats, proved entirely successful.

These skids have been perfected to such an extent that the aeroplane can now take off and land in snow of any depth, on even or uneven ice, smooth, or covered with water or slush. The task of keeping the engine heated and preventing the water in the radiator from freezing, presented still another difficulty. Here again, Major Cotton evolved appliances which proved successful when tried out. Many experiments had to be made before these obstacles which barred the way to making winter flying feasible were surmounted.

THE VALUE OF AN AERIAL SERVICE.

The airman's next step was to demonstrate the incalculable benefit which a properly conducted aerial service would prove to countries in which winter conditions were similar to those which exist in Newfoundland. This country served as a stage on which the increasing possibilities of aviation were demonstrated with a ground temperature of 20 degrees below zero. All who have either seen or read of Major Cotton's flights during the past few months, are convinced that as a means of main-



THE MARIANVILLE ON THE ICE, QUÉBÉC LAKE.

[Photo by J. C. Parsons.]



AEROPLANE LEAVING FOR PETTY HARBOR AND VICINITY; ALSO
DROPPED DAILY PAPERS TO SHIPS JAMMED IN ICE
OUTSIDE OF PORT, FEBRUARY 2, 1922.

taining communication when the railway system is disorganized and nearly all ports are closed to navigation, a state of affairs which always exists for some part of the winter in this country, the aeroplane has established its value.

When Alexander Bay was an otherwise inaccessible port, Major Cotton flew there from St. John's, landed a passenger, and returned to the city within a few hours of his departure.

When railway communication was interrupted and Harbour Grace, Carbonear, Bay Roberts and other Conception Bay towns were completely isolated from the rest of the country and received no mails for over a week, Major Cotton visited them all, landed mails and passengers, took return mails and arrived back in the city after accomplishing in two hours what under ordinary circumstances, given the best of conditions, would have taken at least five hours. Where the Postal Department, with all the various methods of mail carrying at its disposal, failed, Major Cotton has succeeded.

AEROPLANES AND THE SEAL FISHERY.

We now come to the last phase of Major Cotton's work, an aerial survey of the seal fishery. That the main patch of seals could be located from the air, he has fully demonstrated, for in one flight over the ice fields, he obtained the required information. The patrol of the ice fields was done voluntarily as the sealing owners would not make any contract until after they had tried and failed to find the main patch of seals. Major Cotton pointed out that if use were not made of his information immediately the ships would still probably miss the seals as the open nature of the ice would prevent further aerial patrols. This is precisely what happened although the ships are now on the track of this patch and may locate it before this article appears in print. Nevertheless, the fact remains that the airmen have proven without a shadow of doubt, their ability to locate the seals from the air.

During his flight over the ice fields, Major Cotton took photographs from the air and these are unique and interesting.

HIS GREATEST FLIGHT.

During the month of March, the intrepid airman accomplished his greatest flight, one which was attended by so many risks that it would have daunted the most daring flying man. By flying from Botwood to Labrador, thus breaking a state of isolation which is always maintained throughout the entire winter,

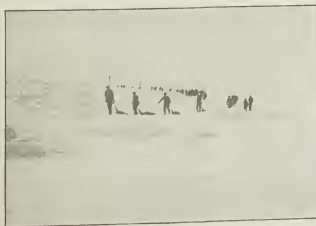
Major Cotton has accomplished a feat seldom, perhaps, to the Trans-Atlantic flight. The flight lasted from 2:40 a.m. right to St. John's was even more wonderful. The distance is 300 miles and the aeroplane covered this in a little over five hours. To appreciate the dangers which this flight involved, the conditions which prevail in Labrador in the winter must be understood.

Between Newfoundland and Labrador there is absolutely no communication during several months of the year. Four hundred miles from St. John's is Bathurst, the last settlement in touch with civilization and then only by means of wireless. The sole means of communication between Battle Harbour and Cartwright is an occasional dog team. There are only a few scattered families between these two places.

It will be seen then that Major Cotton had to fly 200 miles over a snow covered waste, at a temperature considerably below zero, and with the knowledge that any accident to his machine would mean a certain, and probably lingering death. To attempt a flight under such conditions is sufficient proof that Major Cotton possesses confidence and intrepidity which has seldom been surpassed. His assistants on this flight were J. R. Stannard, mechanic, Nat Hart wood-sawyer, to whom wintering energy in working out in the open under Arctic conditions he attributes a big share in the success of the flight.

THE LIFE BLOOD OF COMMERCE.

Communication is the life blood of trade and commerce and Newfoundland has been offered the first practical solution of communication difficulties which has yet overcome expeditiously the obstacles of winter. With pioneer work practically completed, thorough organization will ensure for Newfoundland a system of transportation of passengers and mail, and facilities for survey work, aerial photography, fire patrol and other things which the far flung settlements, rugged coast line, water-landed grounds, and extreme climatic conditions lend themselves to with unusual advantage. Furs can be brought from Labrador in time for the English March sales, a hitherto impossible task, thereby releasing money over a year earlier than at present. Finally, the substitution of aeroplanes by seaplanes during the summer months will also be of immense benefit in maintaining speedy communication. It only remains for the Government to recognize the value of an organized aerial service, and the progress of Newfoundland from that time, will be made in rapid bounds.



HAULING SEALS TEN MILES FROM SHIP.



APPEAR NEAR SHIP WITH LOAD OF SEALS.

The Late James H. Monroe.

THE passing of Mr. J. H. Monroe, which took place February 6th, at the age of 83, removes one of the most prominent and most esteemed citizens of St. John's from a sphere of usefulness and activity which he has long and honourably adorned. The work done by the late Mr. Monroe in the establishment and management of the Newfoundland Cordage Company is his monument. To him and his determination, in face of many obstacles and little public faith, was due the creation and growth of an industry that has accomplished great things. Mr. Monroe, with those whose practical faith in their native or adopted land, caused them to tread paths hitherto untrodden, may be classed in the pioneers of industrial enterprise. Now the active brain and the busy life are at rest. He and most of his contemporaries have passed away but their influence will endure and the work accomplished by them form a fitting and an encouraging foundation for the progress yet to come.



THE LATE JAMES H. MONROE.

The late James H. Monroe was one of several brothers, each distinguished in his sphere of activity. Mr. Justice Monroe, father of Mr. Walter S. Monroe of St. John's, won prominence and pre-eminence in the Irish Bar and on the Bench. The name of the late Hon. Moses Monroe is fragrant to-day in the hearts and homes of the people of Newfoundland. Mr. Daniel Monroe of Parker Monroe, like his recently deceased brother, occupied a foremost place in the industrial life of the country. To the Monroe family St. John's and Newfoundland owe much and happily the name endures.

For many years Mr. Monroe lived on Rennie's Mill Road with his sister, Mrs. Alderdice, a lady well known for her charitable and kindly qualities.

Mr. Monroe's nephew, Mr. Fred C. Alderdice, was for many years associated with his uncle in the management of the Colonial Cordage Company, Limited, at their place of business, popularly known as "the Ropewalk". We understand that Mr. Alderdice, who has been Assistant Manager of the Company for many years, has now assumed the office of Manager and we feel sure

that under his control the long and successful career of the institution will be maintained.

For some months the deceased has been lingering between life and death. When long past the four score years he faced the ocean voyage, and travelled extensively. Shortly after his return last year, illness seized him, and despite his splendid constitution and indomitable will-power, he gradually lost hold of life. At the Christmas season his one thought was for the poor and needy. Though he languished on a bed of sickness, his customary benefactions were not forgotten. In his death there are many who have lost a true friend, a wise councillor and a generous helper.

The funeral was largely attended despite the unfavorable weather conditions. A guard of honour from St. John's Lodge, A. F. & A. M., was in attendance, whilst the employees of the Ropewalk and Tobacco Factory made up the first part of the cortege. The services in the Mortuary Chapel in the Church of England Cemetery and at the graveside were conducted by the Rev. E. C. Earp and the Rev. Clarence Moulton of St. Thomas's, of which church the late Mr. Monroe was a prominent member and official.



✧ My Fishing Rod. ✧

By Ilderim.

SOUND be thy sleep while snow fall deep,
Thou and of fairy grace.
From cold and storm I'll keep thee warm,
Within thy fleece lined case.
For Winter's chill would suit thee ill,
Thou child of sunny climes,
So au revoir, till we once more
Hear Spring's enchanting chimes.

In typhoon grip each bamboo strip,
'Mid jungles of Cathay,
I earned how to bend, and pleasure lend,
To me on many a day.
Thy lancewood tips oft felt the lips
Of Guinea's heavy dew,
So, jungle born, the cold you scorn,
And I must coddle you.

And oft around with silk you're wound
From gardens fair in Spain,
Where in the sun the silk worm spun,
That you might stand the strain
Of lusty trout that dash about
Throughout each Summer day,
In puling stream, now but a dream,
Till dawn of first of May.

Now rest in peace in downy fleece,
While Boreas rules the weather,
Till gentle Spring makes waters sing
Then out we'll go together,
And by the streams where sunlight gleams,
Fish often as of yore,
So quiet he, 'tis not good bye,
But only au revoir.

❖ The New Superintendent of Police. ❖

PATRICK J. O'NEILL, ESQ., J.P., was appointed to the office of Superintendent of the Royal Newfoundland Constabulary on Wednesday, February 15th 1922, after nineteen years' service in that force.

The new Deputy Chief of the Police Department possesses the combined advantages of youth and wide experience in every phase of the work appertaining to his important office and he brings to the position a record for service which few, if any, of the older members of the Constabulary have achieved.



P. J. O'NEILL, ESQ., J.P.

Joining the force in 1903, he was raised to the rank of sergeant in 1917 by Inspector General Sullivan, and in 1920 was again promoted to Head Constable by Inspector General Hutchings.

During the years of the war, from 1914 to 1918, Mr. O'Neill successfully carried out many important and delicate missions. Because of his previous record for proficiency in the performance of special duties, he was early chosen to undertake work that called for strategic and intelligent handling. In 1914, shortly after the outbreak of hostilities, he was given the task of inquiring into and reporting upon the numerous cases of sus-

pected enemy subjects operating in this Country, and the following year he was detailed by the Department of Home to the duty of visiting Northern Labrador for the purpose of reporting into the possibilities of assistance being given the enemy by residents in that territory.

In 1917 he received from His Excellency, the Governor, Sir W. F. Davidson, his commission as Second Lieutenant in the Royal Newfoundland Regiment, was placed under the Admiralty and appointed by that department to the command of a patrol ship, later gaining his full rank as Lieutenant, besides being commissioned as a Justice of the Peace for that Colony. During this period he served under Commodore Sir Charles Coke who, after inspecting all patrol ships, sent Lieutenant O'Neill to patrol the entrance to the Straits of Belle Isle, one of the most important territories policed by the Admiralty today on this side of the Atlantic.

In 1918 he was again sent to Labrador to undertake the combined and onerous duties of patrol command and magisterial administration, acting at the same time as a Commissioner in exemption cases, having received his appointment to this office from Sir William Howard Chief Justice.

The following record appeared in the *New Gazette* on December 9, 1919:

WAR CRIMES

"The name of the Newfoundland has been brought to the notice of the Secretary of State and War for valuable services rendered in connection with Mr. Wey."

"O'NEILL, SERGEANT, NEWFOUNDLAND CONSTABULARY."

At the conclusion of the war, Mr. O'Neill returned to his police duties and was placed under the Inspector General for exclusive detective service. In his capacity he proceeded to New York in 1919 for a special course in police work under Joseph A. Fuort, Deputy Commissioner of the State of New York and who has charge of the Criminal Investigations in that State. In addition to the study of general detective methods he took a special course in the latest fingerprint system, which was introduced here for the first time by Inspector General Hutchings. Upon the appointment of Supt. O'Neill, the Inspector-General introduced several innovations which he had in contemplation in connection with the department for some time, notably an up-to-date criminal register and other modern methods, thus bringing the Detective Bureau up to the greatest possible efficiency.

The new Superintendent of Police is a highly capable officer and a most courteous and considerate gentleman.



PORTUGAL COVE, NEAR BELL ISLAND, CONCEPTION BAY.

[PUBLISHED BY THE QUARTERLY.]

The Late Pope Benedict XV. and His Successor---Pius XI.



HE Eleventh Pius now reigns as Supreme Pontiff in succession to Pope Benedict XV.—the son of a Milanese weaver succeeds the Genoese noble. We all affectionately think of the late Pope as the brave Bishop of Rome who, when the world rocked in the chaos of war, and when the legions of liars on both sides of the bloody debate of the Great War hurled their bitterest and most malicious falsehoods at the Vatican, stood his ground. His was the voice crying in the wilderness of hate and carnage—and none would hear him. His was the hand extended to the suffering of each side.

A modest, unassuming man—without batteries of presses recording his every act of beneficence. But if an impartial eye examine the record of each world figure for the period of the war and the immediate aftermath of the war, the owner of that eye would pause to proclaim that in Benedict XV. the world found the true Christian shepherd, whose heart beat only for his flock. The world will never know the multitude of his charities. To the limit of his resources he aided the stricken, and when, impoverished, he could not aid materially, his was the first voice raised, and insistently raised, in behalf of those rendered desolate by war.

His last words—"I would gladly die for peace," the peace of humankind—tell the story of the man. Holy Father—that is his title, for a father he was to all in his vast spiritual domain, and every man who saw him knows that he was holy.

The fruitful labors of Benedict XV., so bitterly misunderstood and calumniated in the distresses and passions of the War, remain to praise him; and time has largely justified him, even in the minds of his former detractors. He left the Church much stronger than he found it, for all the wounds of war.

POPE PIUS XI.

Pius XI. is in his sixty-fourth year, unusually robust, young as Papal age is reckoned. Talent, energy, will and a comprehensive and statesmanlike mind are his. He should be a strong, perhaps even a great, Pope.

Achille Ratti was born at Desio, in the Brianza, on May 30, 1857. After his preliminary studies in the diocesan seminaries, he completed his course in Rome at the Lombard College, obtaining at the Gregorian University the triple Doctorate in Philosophy, Theology and Canon Law.

He was ordained priest in Rome in 1879 and celebrated his first Mass over the tomb of St. Peter in the Vatican basilica. On his return home he was, from 1882 to 1888, Professor of Dogmatic Theology and Sacred Eloquence in the diocesan seminary. In the latter year, chiefly through the influence of the celebrated scholar, Monsignor Ceriani, at that time prefect of the library, he was appointed to the staff of the College of Doctors of the world-famed Ambrosian Library, the foundation, as is well known, of the great Cardinal Federico Borromeo. Under the sure guidance of the great scholar, Ceriani, Dr. Ratti soon became master of all the scientific treasures of that famous library, so that on the death of Ceriani in 1907 he was naturally and unanimously elected to the vacant post. The literary activity which he displayed during the years of his administration is evidenced by the long list of his scientific writings in various learned publications, filling some two columns of an ordinary newspaper.

In the midst of all his literary and scientific labours Dr. Ratti was devoted to his work as a priest and director of souls. During the years of his early priesthood the nuns of the Order of the Cenacle opened a house in the Milan, first in the Corso Venezia, later in the Via Monte di Pietà, where it still exists. The then reigning Archbishop, Mgr. Calabiana, appointed the young priest chaplain to the new convent, and to that work he devoted himself with admirable zeal to the very end of his sojourn in the city. For over thirty years he gave to it all the enthusiasm of his sacerdotal heart. No good work was undertaken in that ever active home of good works, in which Don

Achille Ratti was not the chief co-operator. In 1883 he organized an Association of Catholic Schoolmistresses, of which he retained the direction during the whole period of his stay in the city. The congregations of Children of Mary for the young



THE LATE POPE BENEDICT XV.

ladies of Milanese high society, for those of middle class, women clerks, workgirls and all the social classes, had the benefit of his direction and of his elevated and edifying, though simple, instructions. The humblest of the little guests of the Cenacle were the little chimney sweeps, a race very common in Northern Italy. These little fellows are gathered together by the good Cenacle nuns for religious instruction, and the learned Prefect of the Ambrosian Library, in the midst of his absorbing work, found time, both to pass the afternoons of feast-days in teaching Catechism to little boys in the church of S. Sepolcro, and also to prepare the little chimney sweeps for their First Communion, on the occasion of which he would share their little feasts and their innocent games.

This life of combined learned labours and apostolic works was suddenly interrupted just eleven years ago, when, in 1911, Mgr. Ratti was called to Rome as Pro-Prefect of the Vatican Library and assistant to Father Ehrle, whom he succeeded as Prefect in 1913, when he was also made Protontary Apostolic. The Great War, which has changed so many things in the world, put an end to Mgr. Ratti's career as a librarian. The war had not yet come to an end when, on April 25th, 1918, Pope Benedict XV sent him out as Apostolic Visitor to Poland, in order to regulate the complicated affairs of the Church in that unfortunate country. When Poland finally obtained her restored independence, the Holy Father, to show his sympathy with the Catholic State, appointed Mgr. Ratti, Apostolic Nuncio to the new Republic of Poland, created him, in the Consistory of July 3, 1919, titular Archbishop of Lepanto.

The sudden transference of one hitherto known almost exclusively as a scholar and a writer, from the tranquil life of a great Library, passed amid ancient codices and bibliographical

research, to the active life of diplomacy in the very midst of one of the most disturbed portions of Europe, caused universal surprise. Poland after the Peace of Brest-Litowski, was still occupied by German troops, although there was a Council of Regency consisting of Archbishop (now Cardinal) Kakowski and two others. The situation was in every way extremely difficult and critical, but the new Nuncio displayed such remarkable tact and diplomatic skill, and even heroism, that he played

matic good offices, he obtained the liberation of many prisoners and hostages from the hands of the Russian Bratsewski, including the Archbishop of Mohilew and the Bishop of Minsk. Quite recently he was appointed in extraordinary mission as Ecclesiastical Commissioner for the plebiscite in Upper Silesia, and this, at the unanimous request of Poland, Germany and the Franco-Allied Commission.

On June 13, 1921, he was created Cardinal and appointed Archbishop of Milan, and now, after such a short time as Cardinal, he is elected to the chair of St. Peter in the eternal city of Rome.

The new Pope has been likened to Pope Pius X, because of his stature and physical characteristics and because of his burning zeal, which prompted him to carry out many extraordinary works of charity. Even after his elevation to the cardinalate he made it a practice to visit the hospitals and prisons and console the afflicted.

He has been likened to Pope Benedict because of his intellectual powers and his keen grasp of international situations. His ability as a diplomat was shown especially during the period in which he was Apostolic Visitor and later Papal Nuncio to Poland.

In physical characteristics, Cardinal Ratti is the opposite of his predecessor, whose diminutive stature and frail body called forth from a special writer of the N. C. W. C. News Service the expression "Such a little Pope."

Cardinal Ratti has achieved fame both in Italy and abroad because of his athletic prowess, especially for his feats as an Alpinist.

Among other feats, he has the distinction of having been the first to climb to the summit of the famous Zumstein peak in Italy, a classic accomplishment in Italian Alpine climbing and one which he described in the Bulletin of the Italian Alpine Club for 1889, the year in which he made the dangerous ascent. In addition to the Zumstein, he went to the top of Punta Est, which, with the Allerhœchste, forms the Dufour Peak. This height was reached by a perilous passage over the masses of reddish gneiss at the very pinnacle of that section of the Alps and almost by acrobatic skill alone could the dizzy slopes and difficult shelves be conquered. The wind swept the slope with such violence and velocity that he and his two companions, on arriving at a point 15,180 feet above the sea level at eight o'clock in the evening, were forced to retreat to a ledge some fifth of a mile farther down, spending the night in a temperature so low that their wine, coffee and eggs were frozen solid. His iron physique is in a large measure due to these hardy exercises of his youth.

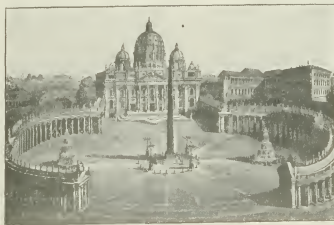
His first public act as Pope was the Blessing of the people from the outer balcony of St. Peter's, praying that this Blessing may go forth throughout Rome and the world for universal peace.



HIS HOLINESS POPE PIUS XI.

quite a leading part in the final settlement of both the political and ecclesiastical difficulties which surrounded the birth of the new Republic. It was chiefly owing to his efforts the two articles were introduced into the Constitution of the State, the one declaring that the Catholic religion occupies the first position in the Polish State, and the second, still more practically important, that no measures concerning the Catholic Church may be taken without preliminary agreement with the Holy See.

Even outside Poland, the intrepid Nuncio was able to exercise important influence in various directions. Through his diplo-



SQUARE AND ST. PETER'S BASILICA, ROME.

Pax, Benedicite, Pax!

By D. Carroll.

THE loud hells of battle-fields,
The flames of burning cities,
The roar of mighty hosts contending
And all the wolves of war, rapine and hate,
Wrought devastation on the earth;
When Thou, the meek, mild Shepherd of the King
The charge of Peter took within His Fold,
"Feed Thou my Lambs and my Sheep!"
And mid the cataclysms of that day
A more tremendous task no man essayed.

High on the Seven Hills of Rome upraised,
The eyes of all the world upon thy throne,
Thy children with drawn swords, in camps opposing,
Each ardent for his cause, his fatherland!
Wisdom dethroned within the halls of State,
The voice of pride and passion raised in wrath;
No seat for thee whose fathers love might stay
The fury of this nation-wrecking scourge.

Loud swelled the clamor of the multitude,
The jeer was cast and the unbeliever mocked,
"Might is the mighty master of the universe,
The meek souled Galilean's creed has failed;"
But all the while upon his God reliant the Pontiff prayed
And He of dark Gethsemane's red Sorrow
Vouchsafed His aid,
And cheered thee midst the conflict to this chalice
So brimmed, so fraught with universal weal.

The hand that reached for succor to the Lord
Upon the wave of Galilee of old
Lifts not in vain to Him for Whom on earth he reigns.
So, on the Master's pledge to Peter given,
With faith that stood the shocks of cycles gone
Out from the Vatican his messengers went forth
Amongst the warring camps to strive for peace.

"Feed thou My Lambs."
The orphans of Europe's slaughtered cries
In thee a father found,
Thy wealth of gifts the famished lands have known
And babes have lisped thy name in many tongues,
But always with the same deep, grateful prayer.

"Feed thou My sheep."
He strove with Kings and Emperors to assuage
The warrior captive's lot
And many a widow, mother, wife and maid,
Have blessed the hand whose unremitting toil
Found, tidings midst the maze of their beloved.

So through the blood-mist of the warring years,
Making the world his care and the alleviation of its ills,
His voice went up to heaven for heavenly aid
And too, the little children of the earth—
The kindred souls of Cherubim and Powers—
He called about him to entreat the Throne
Of the Omnipotent to send
His peace once more to bless the world of men.

And verily the powers of Might were shattered
In ruin of all their avarice had sought.

Crowned in distressful days of earth-confusion,
When Kingdoms plunged in blood by land and sea
And thousands perished for a foot of earth.
Yet didst thou see the humble peoples triumph
And base ambition cower at their feet.
Great statesmen ply their subtle arts in binding
The bare and gaping World-wounds of war.

Chosen of the Word to rule tho' the beleaguered years,
The storm of Armageddon's rage to bear,
Thy labor o'er in peace He called thee home,
To hear the choirs of heaven this welcome pealing
Pax, Benedicite, Pax!



❧ Pius XI.--"Fides Intrepida." ❧

By D. Carroll.

LIFE seer of old * whose bright prophetic vision
Foresaw the fate of Christendom, and told
The story of its Popes with such precision
I would seem the Angel Time must have unrolled
Her pages to his ken, for with amazement
We read each motto that his hand has wrought
Beside the reign of each succeeding Pontiff
And mark and wonder they so aptly fit

Here thou art written "Fides Intrepida",
And thou hast shown a trait in manifold prime,
When on the Alpine heights the night descends
Mid thee with dark shadows in the dim,
That bids us hope not in thy reign the glory
Of restless nations will decline and shew,
As in the splendour of their churches stand
The golden days of their glorious decree

Decorations in the early days of youth
And medals and diplomas of state
Proclaiming by their presence to the world
Thy own great deeds and great renown.

No race of man is alien to thy Fold,
That all the lands to thee allegiance pay,
And fair Italia in thy presence proud
Hails thee with regal plaudits from her towers.
Her banners wave, her chimes peel forth thy joy,
Her warrior chiefs thy benediction seek,
Her soldiers stand in royal salutation,
And down the lines we hear the ringing trumpet
Swell on the air its jubilant acclaim!

Upon the Alpine summits the starlight,
In youthful strength or fuller manhood's years,
Amidst those lofty solitudes thou'st harkened
The mystic whispered wisdom of the spheres!

Now "Thou art Peter" by the Lord appointed
And to thy care the tribes earth consigned,
Come then like Moses from the Holy Mountain,
Bearing the laws of Justice to mankind.

With cross upraised thou shalt go forth to battle,
To heal the stricken victims of the sword,
Thy voice shall lead the universal anthem

* When the peoples come together and the kings to serve the Lord

Cricket---Leaves From a Score Book. ❁

By Chas. E. Hunt.

ALTHOUGH those who can remember the cricket matches that were played at Pleasantville know what an ideal ground it was for the playing of the game. The level and spacious grounds, the pleasant and picturesque surroundings, the distance from the city, the hospitality of the nearby hotel—all tended to give to players and spectators the holiday spirit and to help them to derive the greatest possible pleasure from the best of all games.

At last it became imperative to abandon the old grounds and St. George's Field was chosen as the place where future league matches would be played. Lacking a suitable playing pitch and many other conveniences essential for the playing of cricket, the new grounds proved to be a poor substitute for Pleasantville, and very soon interest in the game, which undoubtedly had been waning, decreased considerably.



HENRY W. P. WARREN, ESQ.
(FEILDIAN.)

However, some interesting games were played on the new grounds and it is with a view to recalling some of these to the minds of old cricket enthusiasts that the present article is written.

On June 6th, 1901, a game was played between the Shamrocks and Feildians. The majority of the former team were those who had played for the Shamrocks for a number of years and who had won for that team by their all-round skill at the game many notable victories. They had one very excellent recruit for in Mr. Joseph Pippy (now Rev. Father Pippy) they had added to their side one who was an excellent bowler and batsman and who brought into his playing a keen and enthusiastic love for the game. The Feildians were a much younger team, but in Messrs. Reg. Dowden, William Woodyly, Harry Dickinson, W. R. Warren and the late Herbert Goodridge they had the backbone of an excellent team. The Shamrocks went first to the wickets and scored eighty-seven runs, of which Messrs. Pippy and C. Ellis scored twenty-nine and twenty-four respectively. With the exception of Mr. John Larkin the remaining batsman did not cause the Feildian bowlers much trouble. Batting



THE LATE HERBERT G. GOODRIDGE,
(FEILDIAN.)

against the bowling of Messrs. Dowden and Pippy the Feildians were dismissed for forty-three. Messrs. Woodyly and Warren alone made double figures. There being no time within which to play a second innings the game was won by the Shamrocks by forty-four runs.



JOSEPH PIPPY, ESQ.
(SHAMROCKS.)



JOHN G. WINTER
PROPRIETOR.

Later on the same month the Shamrocks faced the Holyday Athletic Association, a team which included several good batsmen, of whom Mr. William Murphy was probably the most reliable, and two really excellent bowlers, the persons of Messrs. William Peters and E. Taylor.

The H. A. A. at first made things sound like thirty-six runs of which Mr. Mees made half and it was thought that the Shamrocks would defeat the Holyday easily. So invincible was the bowling of Messrs. Peters and Taylor that the whole side was dismissed for forty runs of which Mr. Tuley made ten. In

their second innings the H. A. A. scored sixty-nine; Mr. William Peters and Dr. Peters being the leading scorers, and the Shamrocks were set with the task of making sixty-five runs to win. They had made twenty-five runs in the loss of five wickets when stumps were drawn and consequently the result was decided on the first innings, the H. A. A. winning by three runs.

A week later the tables were turned for a bowlers' match the Shamrocks won by ten wickets. The H. A. A. made scores of twenty-three and twenty-two while the Shamrocks made forty-five and in their second innings made the necessary eight runs without the loss of a wicket. In the H. A. A. first innings Mr. John Donnelly took six wickets for six runs while in the second Mr. Pippy took six wickets for only three runs, two very excellent performances of bowling.

On July 25th the Shamrocks again played the Fieldians who were strengthened by the addition of Mr. M. G. Winter who as a member of the Terra Nova team had been a batter in the flush of many squaring matches. On this occasion the



GEORGE E. RYAN
PROPRIETOR.

Fieldians had a right composition, some being such as the batsman Messrs. Warren and Mackenzie for the Fieldians and Messrs. John Lafford and Richard Leitch for the Shamrocks were the leading scorers. In their second innings the Fieldians made sixty-two runs of which Mr. Warren made nineteen. The Shamrocks ran off necessary runs in their first innings only three wickets. Mr. John Leitch was in good form and scored thirty-three while Messrs. Donnelly and Pippy also made double figures. In the first innings of the Shamrocks Mr. George Duden took six wickets for thirteen runs.

Early in August the Shamrocks were matched with the Holyday Athletic Association. This anticipation was realized but it was not in the afternoon before the result could be ascertained. In their first innings they played. The Holyday made one splendid score of 121 runs of which Mr. S. Sutherland and Mr. J. H. Howard made forty and thirty-seven respectively. Mr. R. L. Tob also made double figures. During a score that was a very high one in local games the Shamrocks again proved their ability to put up a strong fight and thanks to the score by Mr. G. W. Ryan and the batting of



GEORGE E. RYAN
PROPRIETOR.

Messrs. Larkin, Wallace, Pippy, Donnelly and P. Berrigan they defeated their opponents by six runs. It is of interest that the only bowler who was successful against them in this game was the late Mr. J. S. Munn, who was a good batsman and whose bowling had won him his "blue" at Oxford University.

In a return match the Shamrocks were again victorious, winning by two wickets. The Handicaps scored fifty-two and ninety-eight, Messrs. R. B. Jay and Arthur Donnelly making splendid scores, while the Shamrocks made sixty-two and ninety for the loss of eight wickets. Messrs. P. Berrigan, J. Pippy and P. Wallace making double figure scores.

In the following year the Feildians won a victory over the Shamrocks in a one-innings game. The Shamrocks were dismissed for fifty-five of which Mr. J. S. Keating made thirteen while the Feildians made 136. Of this total Mr. J. Ewing made the fine score of fifty-two. Mr. R. Dowden, and Mr. Gordon



JOHN S. KEATING, ESQ.
(SHAMROCKS.)

Boone, who lost his life in the Great War, also made good scores.

A short time afterwards a return game was played which was won by the Shamrocks. C. W. Wright, then a teacher at Bishop Feild College and a very good all round player, made half of the Feildians' score of thirty in their first innings. The Shamrocks on going to bat scored forty-one. Playing against time the Feildians made fifty-two runs for the loss of five wickets in their second venture and then declared their innings closed. The late J. S. Munn and the late Herbert Goodridge were the highest scorers. When time was called the Shamrocks had lost eight wickets for thirty runs and the game was decided on the first innings.

The Shamrocks next played a Navy team and won in a decisive way by an innings and eight-two runs. For the Shamrocks Mr. Edward Furlong made the splendid score of forty-two, not out, and Mr. Jerry Savage made twenty.

The Shamrocks then played a team from the Tennis Club and once more they were victors, winning by an innings and thirty-five runs. Of their score of 118 runs, Mr. John Donnelly made thirty, Mr. C. W. Ryan, twenty-two, and Mr. Edward



R. B. DOWDEN,
(FEILDIAHS.)

Furlong seventeen. Messrs. J. S. Keating and J. Savage also made double figures. In both their innings the Tennis Club made poor scores but in their second venture the late Hon. John Harvey caused the Shamrock bowlers some trouble.



THE LATE JOHN BOONE
(FEILDIAHS.)





ELAINE SQUIRES,

Daughter Hon. Sir Richard Anderson Squires, K.C.M.G., K.C., J.B., Prime Minister of Newfoundland.

Miss Squires is attending a Girls' Preparatory School at Orpington, Kent, England, and is studying for the Matriculation of the University of London. Her father was a Newfoundland Jubilee Scholar and London Matriculant of the year 1898.

The Sealers of Newfoundland.

Written at the icefields this Spring on board s.s. "Terra Nova" by Mr. George Allan England, an American author.

Oh, we be the Sealers of Newfoundland!

We clear from a snowy shore,
Out into the gale with our steam and sail
Where the merciless tempests roar,
We battle the floe, as we northward go
A sturdy, stalwart band,
Hundred dead and bay we fight our way,
We Sealers of Newfoundland!

Ye people the Sealers of Newfoundland!

We laugh in the bitter dark,
When the white storm is weeing behind
The wildnesses of life and death,
We sail and battle, and then we travel
On the fly to the mountains of snow
On our way to the distant shore,
We Sealers of Newfoundland!

We dauntless Sealers of Newfoundland!

With battle-flags red and black
With gorying hearts where the blue ice glaze
We push our way to the frozen shore
With our ice and snow we press our way
On our way to the distant shore
We Sealers of Newfoundland!

The ice glows red, where our skin boots tread,
And crimson the gleaming floes,
From barrel we "skun" till our race be run,
Where the Labrador current goes,
From sticks we spring to the pans that swing,
By starworts our ship is manned,
O'er the blood-red road the sculps are towed
By the Sealers of Newfoundland.

Oh, some may sail with a Southern gale;
And some may fare East or West,
The North is ours, where the white storms lowers,
Wild North that we love the best!
Oh North, we ken that ye make us men;
Thy glory our eyes have scanned,
Staunch men we be, of the Frozen Sea,
We Sealers of Newfoundland!

Fearlessly bold, through the stinging cold,
We vanquish the pitiless North,
We make our kill with a dauntless will,
Where the great white cold stalks forth,
Onward we ply where the icebergs lie;
Dauntless our course is planned,
With blood and sweat, scant bread we get,
We Sealers of Newfoundland!

Untired, we Sealers of Newfoundland
Press on through the grinding pan,
We labor and muck for a fling at luck,
Each one of us, God! a man!
We cheer at the bawl of the white-coats all,
We labor with brain and hand,
With rope and gaff. At the North we laugh,
We Sealers of Newfoundland.

Where the old dog-hood and the old harps' brood
Lie out in the growling pack,
We tally our prey—then away, away,
Hurrah for the homeward track!
Till the glad day's here, when a welcome cheer
Shall guide us, as staunch we stand
On the decks that come to our island home,
We Sealers of Newfoundland!



S.S. "TERRA NOVA," CAPT. A. KEAN,
BOWRING BROTHERS, LTD.

❖ The Passion Play, Ober-Ammergau. ❖

By Sheriff Carter.



ANTON LANG AS JESUS



HANS WINK AS JUDAS. OTHELLO WINK AS MARY

Preparations for the first post-war revival of the Passion Play at Ober-Ammergau have progressed sufficiently to enable the committee of elders to announce that the final dress rehearsal will be held May 7. The first regular performances will be given on May 14. Thirty-five thousand applications for seats and sleeping accommodations already have been received and, while the management has not yet received indications as to the extent to which Germans will patronize the productions of the play, it assumes that German attendance will more than quadruple the foreign patronage. Anticipating an unusual influx of visitors to Ober-Ammergau in July and August, the management has decided to give Wednesday performances during these months. The following article written by Sheriff Jas. Carter (now retired) for the QUARTERLY Christmas Number, 1910, after his visit to Ober-Ammergau in July of that year will be of special interest just now.

THE journey from Munich by rail to Ober-Ammergau was pleasant and picturesque. As we neared our destination, the mountains of the Bavarian Alps loomed in sight, range over range, the clouds resting on their summits, with here and there patches of virgin snow; and in the valley the cottages irregularly grouped in clusters nestling under the shadow of the surrounding hills—standing round and about the church with its mosque-like spire rising above the trees. Skyward gleams the white cross on the lofty Kofel crag, which guards the entrance of the valley. It forms an ideal picture, the light and dark green of the foliage and meadows silhouetting in the bright sun. On arriving at the village we met a cosmopolitan crowd of all nationalities. Motor cars, coaches and carriages, rushing in all

directions, blocked up the main thoroughfares. The lately quiet streets filled with well-dressed individuals besieging every house in the hamlet; all this commotion arising from the famous Passion-Play that has obsessed actors and audience alike, even to the babe in its mother's arms, and has attracted hordes of ubiquitous trippers to its hallowed scenes in the tragic story of the Cross, Satan's fall, and man's redemption. So well has the committee of management arranged matters that there is no confusion in billeting. Each visitor is provided with a numbered ticket giving the section, street, and house. The one I received was 122, to which I was quickly driven by a native Jehu with a wild-looking pony. Here I was only to take my meals and was delegated to another house for a sleeping apartment, which although inconvenient could not under the circumstances be bettered, as the number of visitors to be provided for exceeded the population of the village. There are several hotels, all of which are held and appropriated by the committee. I succeeded in obtaining a room, in some respects awkward, having to pass through an adjoining one to reach it in which my host and hostess were sleeping. At first I thought of entering my apartment by the window but, eventually, having partly controlled my bashfulness, feigning obliviousness, made necessity a virtue. "Honi soit qui mal y pense." Most of the buildings are very picturesque, erected after the Swiss style of architecture. Many have religious pictures, scrolls, etc., painted, and figures carved

on the outside. The garden was bright with flowers, bounded by the porphyry walls and at their feet runs a rapid crystal stream; the river Ammer crossed by rustic bridges. Mottoes and shrines meet one at every turn. The population of the village is about 2,000, and 800 to 1,000 are directly engaged with the Play. The performers number 600, all at times taking a part on the stage, the remainder keeping small shops, selling rosaries, pictures, post-cards, and wood-carving, which is the principal industry, and letting apartments.

During the Passion-Play the village is consecrated to this one service, which takes place every ten years, out of which period five or more are taken for the preparation of the next presentation, in training the chief characters, supernumeraries and children for the tableaux.

But Ober-Ammergau is not the only spot where the great drama of the Atonement has been produced. Less than 100 years ago the practice of enacting the scenes of Our Lord's

and it was the personality that gave the actors so forcible a rendition. Each scene had its own counterpart of representation from the Old Testament. A play of this description should soar beyond the bounds of normal criticism. Each scene and character has its own special environment either tragic or pathetic.

There is one character, that of Judas, which must not be passed unnoticed,—the most intense in its tragic conception,—in which was powerfully portrayed the agony of a lost soul overcome with the darkness of despair. In the betrayal of Our Lord, Judas severed all connections with his former companions, and stood alone, a traitor, hypocrite, and renegade. The Sanhedrim to whom he had bartered the life of the Master (and now pleaded for it in vain) spurned him with contempt; flinging the bag of money at their feet he cursed with bitter oaths both them and himself, and fled from their presence an outcast, having no cross to cling to, nothing to hope for, nothing to pray for,



SCENE ON THE WAY TO JERUSALEM.

Passion lingered in many parts of England. In the West of England and Cornwall are to be seen remains of amphitheatres where the peasants crowded to listen to the Sacred Story written for them by their clergy. The bold headlands by the shore and the sunny ocean were to them as hallowed as the Kotel crag to the dwellers of Ober-Ammergau, and they heard the Bible narrative with the same simple faith and reverence which are now evinced by the Bavarian peasants.

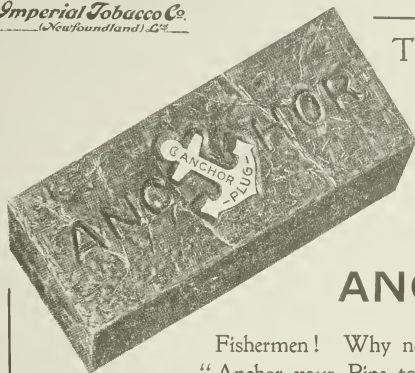
It would be quite impossible in the space at our command to give any clear description of the scenes of the Play, but one could not be otherwise than impressed by its sublime simplicity which seemed to have caught the very spirit of the B.b'l'e, and which is only equalled by the reverential devotion and single-hearted enthusiasm of all who took part in its representation, that not only entranced the vast audience with the magnetism of the powerful acting, but hushed to silence the sceptic and unbeliever, and cast a halo of glory around the head of every performer. It would be impossible to one not to the manner born to be so thoroughly incorporated with the characters portrayed,

his life a curse, his future in hell; to live was to be agonized with the acme of remorse; to die was damnation; so he dared not to live, and in frenzied madness hanged himself. Such a character required more than ordinary dramatic skill to delineate all its terrible attributes! to lose oneself individually, as the actor did in such a part, was to get into its very heart. It was a marvelous representation of this tragic scene. Hans Zwink, the Judas of the Play, is a veteran, having taken previous parts, and is the father of Otilie, who took the Mary personating the Virgin,

The theatre is a large wooden building capable of seating 4,000. When I was present on the 17th July (Sunday) it was filled to its utmost capacity. The King of Saxony and Regent of Bavaria with their suites occupied boxes in the rear, facing the stage. All the arrangements were perfect, the seating space divided into sections with numbered tickets corresponding with the chairs, so that on entering you could find your seat without any crushing, each section having its own special entrance by fourteen side doors, so that the building could be filled and

(Continued on page 28.)

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(Newfoundland) Ltd.



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Exporters of

Cod Oil, Lobsters, Herring,
etc., etc.

At all times paying Highest Prices.

(Continued from page 26)

emptied very quickly. The stage is an open one; the winding streets of Jerusalem, with the pine-covered hills of the village for a background, the palaces of the High Priest and Pilate on either side. It extends beyond the width of the theatre a stage within a stage, and serves as the scenes of the tableaux. The building is strengthened by six arches of iron, each having a span of 140 feet and a height of 65 feet. On to them the walls and roof of wood are fastened, covered with yellow canvas, on which are painted saints and prophets, with carved figures at the ends.

The Play commences with the entry of fifty choristers in eastern costume, the prologue spoken by the leader and the verses following sung by the choir in strong, rich, clear, sweet voices, accompanied by a brass band, the time of the music given by a conductor, quite equal to the German operatic bands. The performers are all natives. The curtain of the centre stage lifts, and the first type from the Old Testament is seen,—“The expulsion of our first parents from Paradise.” Now follows the first part of the scenes of the Passion-Play, commencing with the entry of Christ into Jerusalem and the scenes connected therewith. There are seven representations, each preceded by one or more tableaux; the second part from the taking of Christ prisoner in the Olive Garden to the sentencing before Pilate; and the third part from the sentencing to the Resurrection; in all eighteen Acts and seventy-nine scenes, each part having a number of tableaux from the Old Testament, analogous and chiefly connected with Our Lord's life. These representations, of which there are twenty-five, could not be excelled in pose or grace of posture, and although a number of little children are enlisted—150—one could not detect even with the glass a single movement, which at times must have been a strain on the muscles to keep in posture in these motionless groupings. The actors in the numerous scenes, occupying from 8 a.m. to 6 p.m. with two hours recess, must have been inspired to enable them to take their parts so perfectly that it did not require much force of imagination to believe that the real events were actually taking place. During the day's performance not the slightest disturbance was made by the audience, whom seemed obsessed with the tragic scenes. And to heighten, if possible, the effect, at the third part a heavy storm with thunder and lightning burst over the village, the peals reverberating from the mountains, followed by torrents of rain and wind, which shook the building. Although the actors must have been drenched, there being very little shelter, they still continued, so much were they influenced by their religious fervor.

The act and scenes of the Crucifixion were a master-piece, and probably no scene of like import, so life-like, harrowing, and blood-curdling, has ever been brought before the public. The Christus, “Anton Lang,” is thirty-five years of age (a potter by trade) and taking the part for the second time; in his movements he is simple and natural; certainly he has the power of not only losing himself, but to make others do the same; and it would be difficult to find his counter-part, the Jewish cast of countenance coupled with his wonderful likeness to the old paintings of Christ is of itself all important; his dignity and radiant meekness, so essential to such a high ideal, constitute his chief charm. The sacred narrative has said but little regarding the personality of Christ, but sufficient has been gathered to prove that it would be impossible for either man or angel to personate a Divinity that the mere human mind could not conceive. But we have in Anton Lang a human conception of the part he has so admirably sustained.

Let us now return to Golgotha, the scene of the Crucifixion.—“Is it nothing to you, all ye that pass by: behold and see if there be any sorrow like unto my sorrow.”

The cross has been laid on the ground, and the Christus, the living representative, placed thereon. With brutal indifference the executioners, the four Roman soldiers, fasten the hands and feet with nails; the strokes of the hammer are heard as they drive the nails through the quivering flesh, the blood flowing from the wounds, and over the face from the pressure of the Crown of Thorns. The Cross is then raised by the soldiers and placed in a hole prepared for it between the two thieves, whose arms and feet are bound with ropes. In the sacred narrative it has not said that nails were used. At the foot of the Cross are seen soldiers with dice, casting lots for the Coat, uttering ribald jokes and jests. Suddenly they are started by a voice; Christ shows signs of the approaching end says, “I thirst”; and then the better nature of the soldier triumphs; one of them hastens to offer relief to assuage a thirst that experience had taught them in former executions. But Christ rejects the sponge lifted to him, emitting a heavy groan and breathing a sigh, again speaks—“Eloi! Eloi! Lama Sabachthani!” and in a loud voice—“It is finished; Father into Thy hands I commend My Spirit.” Then slowly declines His Head; and He dies. A fearful crash is heard; it becomes darker; around the Cross are the scoffing High Priests and Pharisees; at the background the holy women, John, Nicodemus, and Joseph of Arimathea, and a crowd of men, women, and children, probably five or six hundred, grouped in masses, gesticulating and shouting.

In the next scene the soldiers with a ladder climb to the cross of the thieves and break their bones with a club, and, looking up to Christ, see that he has already expired. One of the soldiers pierces his side with a spear, from which flow blood and water. For some considerable time the Christus has been hanging on the Cross supported apparently by the nails in his hands and feet, but assisted probably by concealed support.

Several scenes follow:—the decent from the Cross and burial of Christ; the holy women at the grave; the appearance of Christ; the scene of the Resurrection; then the last tableau, the grand finale,—The Ascension. Christ appears in white shining garments, standing with The Virgin Mother and holy women, in the midst of His Disciples, surrounded by His faithful followers. As he blesses them He slowly ascends towards the azure sky, where He is met by a host of Angels.

From the scene of the Mount of Olives is seen the Holy City, the site of the tragic death of the Risen Saviour. Here the curtain drops for the last time, the choir singing the Hallelujah —“Praise, Honour, Adoration, Power, and Majesty, be unto Thee from Everlasting to Everlasting.”

As a religious drama it is encouraging to note the Catholicity of the Gospel in gathering to its fold all creeds. No event has attracted the world to such an extent, bringing hundreds of thousands from all parts, even from the isles beyond the seas, to witness a performance that has no parallel in history. And it cannot be denied that the genuine delineations of the characters in the sacred narrative of the Passion has brought out in vivid colours the events of the Redemption in a series of scenes and tableaux that have lifted the veil of scepticism from the heart of many a wandering child on life's high-way.





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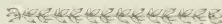
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Published by Authority.

On recommendation of the Assistant Collector of Customs, and under the provisions of Cap. 22 of the Consolidated Statutes, (Third Series), entitled "Of the Customs," His Excellency the Governor in Council has been pleased to approve the following Regulations respecting Travellers' Baggage, and Commercial Travellers' Samplers, form of Oath to be annexed to Invoices, and Form of Invoice.

R. A. SQUIRES,
Colonial Secretary.

Department of Colonial Secretary,
February 14th, 1922.

Travellers' Baggage.

1. The Rules and Regulations published on the 2nd May, 1905, and the amendments thereto, are hereby cancelled, and the following substituted therefor.

2. Subject to the provisions of the next succeeding rules, wearing apparel, articles of personal adornment, toilet articles and similar personal effects in the possession of persons arriving in Newfoundland and not exceeding \$50.00 in value may, after due examination, be passed free, without entry at the Customs, as Travellers' Baggage, but this provision shall only include such articles as actually accompany and are in the use of, and as are necessary and appropriate for the wear and use of such persons for the immediately purpose of the journey and for their personal comfort and convenience, and shall not be held to apply to any articles for use or wear at any future time or to merchandise or articles intended for other persons or for sale.

3. Wearing apparel and other personal effects taken out of Newfoundland by residents of Newfoundland to foreign countries shall, upon their return, be admitted free of duty without regard to their value, upon their identity being established.

4. Wearing apparel, articles of personal adornment, toilet articles and similar personal effects brought into the Colony by bona-fide travellers who are not residents of the Colony shall be passed free, without entry at the Customs, as Travellers' Baggage.

5. Articles of theatrical societies, known as "properties," circus horses and cattle, menageries, carriages and harness thereof, musical instruments of companies visiting Newfoundland for exhibition purposes, may be admitted upon a deposit equal to the duty being paid, or upon a bond being given securing the duty. Such bond shall set forth a reasonable time within which the export must be made.

Commercial Travellers' Samples.

Travellers' samples of dutiable goods including trunks and other packages in which they are imported, may be admitted into Newfoundland upon a deposit of money equivalent to the duty or upon a good and sufficient bond being given for its payment.

Such deposit may be returned and such bond cancelled upon the export of the goods within one year of the importation of the samples, and upon the receipt of a certificate of landing from the foreign Customs to which they were exported.

All samples shall be examined upon arrival and the Commercial Traveller reporting them shall deliver to the Customs' Officer for entry purposes an invoice or statement in detail showing the wholesale price of each sample at the Current Domestic Value thereof in the port or place from which it was imported.

Such invoice or statement shall be attested by the Traveller, and the quantity of such samples shall be duly checked by the Customs' Officer and the proper duty thereon be deposited or Bond given before the samples are delivered.

The Regulations respecting forms of oath to be annexed to invoices presented at the Customs, published in the *Royal Gazette* of the 7th June, 1898, and amendments thereto published on the 31st December, 1907, are hereby cancelled and the following substituted therefor.

A.

Certificate of Value to be Written, Typed or Printed on Invoices of goods for Exportation to the British Dominions.

(1) Here insert man-
ager, chief clerk, or
as the case may be

(2) Here insert name
of firm or company.

(3) Here insert name
of city or country.

(4) These words
shall be omitted
Where the manufac-
turer or supplier
himself signs the
Certificate.

I (1)..... of (3)
(2)..... of (3)
..... manufacturer
..... supplier

of the goods enumerated in this Invoice
amounting to.....

hereby declare that I (1) (4) have the authority
to make and sign this certificate on
behalf of the aforesaid manufacturer

supplier

and that I have the means of knowing and
do hereby certify as follows.

Value.

1. That this invoice is in all respects
correct and contains a true and full state-
ment of the price actually paid or to be paid
for the said goods, and the actual quantity
thereof.

2. That no different invoice of the goods
mentioned in the said invoice has been or
will be furnished to anyone; and that no
arrangements or understanding affecting the
purchase price of the said goods has been
or will be made or entered into between the
said exporter and purchaser, or by anyone
on behalf of either of them either by way of
discount, rebate, compensation or in any
manner whatever other than as fully shown
on this invoice, or as follows (5).....

3. That the domestic values shown in
the column headed "Current Domestic
Values" are those at which the above men-
tioned firm or company would be prepared
to supply to any purchaser for home con-
sumption in the country of exportation and
at the date of exportation identically similar
goods in equal quantities, at (6).....
..... subject to.....
..... per cent cash
discount and that such values include

exclude

the cost of outside packages, of any, in
which the goods are sold in such country
for domestic consumption.

4. That the said domestic value includes
any duty leviable in respect of the goods
before they are delivered for home consump-
tion, and that on exportation a drawback or
remission of duty amounting to.....
..... has been

will be

allowed by the revenue authorities in the
country of exportation.

Form of Invoice.

Current Domestic Values in currency of exporting country. (See Part 2 of Certificate)	Selling Price to Purchaser	Amount
Quantity and description of goods.		
Marks & Nos. on Packages.		
Country of Origin.		

Enumerate the following charges and state whether each amount has been included in or excluded from the above current domestic value.—

	Amount in currency of exporting country.	State if included.
(1) Cartage to rail and docks.		
(2) Inland freight (rail or canal) and other charges to the dock area including inland insurance		
(3) Labour in packing the goods into outside packages		
(4) Value of outside packages		
(5) If the goods are subject to any charge by way of Royalties.		

B.

1. The foregoing is the form of Invoice required by the Customs authorities of the Self-governing Dominions, viz.:—Canada, the Commonwealth of Australia, New Zealand, the Union of South Africa and Newfoundland.

2. On the back of the invoice must be written, typed, or printed the Certificate of Value in respect of all goods whether sold outright or shipped on consignment. The Certificate of Value will be required in respect of goods on which preferential tariff treatment is claimed, exported either from the United Kingdom or British Possessions; and only the Certificate of Value in respect of exports from foreign countries, or exports of foreign goods from the United Kingdom or British Possessions.

3. Special attention should be paid to the Column of the invoice dealing with current domestic value, as full information of this is required by the Customs Authorities of the Dominions when assessing value for duty. Exporters should, furthermore, see that the particulars required by Clauses 3 and 4 of the Certificate are accurately stated.

4. It should be clearly understood that the prices shown in the column of the invoice headed "Current Domestic Values" must be those which are being quoted in the open market at the date of invoice for delivery for home consumption, and not necessarily those at which the order for the goods was accepted, and it may frequently happen that fluctuations will occur in the home market price between the date of order and the date of exportation. In ordinary circumstances the date of invoice will be regarded as "the date of exportation" but where any considerable delay occurs between the date of invoice and the date of exportation, any changes in the "Current Domestic Values" should be shown on the invoice.

5. If goods are sold for home consumption at gross prices, less discounts and/or rebates, such gross prices, together with particulars as to discounts and rebates, should be shown in full in the "Current Domestic Values" Column of the invoice.

6. Where the discounts shown in the "Current Domestic Values" column are not the ordinary trade or cash discounts but are of the nature of contingent discounts or rebates, they must be specified as such, and their nature detailed on the invoice.

7. Where the goods invoiced are samples and the price on the invoice has been arrived at after the deduction of a sample discount, the ordinary gross prices and the ordinary trade discounts applicable to the goods in question should be specified in the "Current Domestic Values" column.

8. Any shipment which forms portion only of a complete order should be valued at the price per unit which, at the date of despatch, of such shipment, would be quoted for the total quantity of such complete order for supply under similar conditions of delivery to a domestic purchaser.

Note—In the case of shipments to New Zealand, the total quantity referred to above is limited to the quantity actually specified for delivery within 12 months.

9. When goods are shipped "on consignment" that fact should be indicated in the column headed "Selling Price to Purchaser," and the "Current Domestic Values" inserted in the column provided for that purpose, as in the case of ordinary sales.

10. In the case of goods exported in bond or subject to drawback, the value required, in the column headed "Current Domestic Values," is the duty-paid domestic value, and not the in-bond value of the domestic value less drawback. The amount of duty or drawback involved should be specified in Clause 4 of the Certificate. A similar course should be followed in regard to goods subject to stamp duty, luxury tax, or other internal imposts.

11. As regards goods which are prepared specially for export and which ordinarily have no sale on the domestic market, the value to be shown in the column headed "Current Domestic Values" is that at which the supplier would, at the date of exportation be prepared to supply identically similar goods in equal quantities to any purchaser for home consumption in the country of exportation, in the event of an order for home consumption being accepted. In this connection attention is directed to Clause 3 of the Certificate.

12. Care should be taken to enumerate correctly the charges detailed at the foot of the invoice, as the practice of the various Dominions, regarding the inclusion in or exclusion from the value for duty of such charges, is not uniform.

13. It will be observed that charges such as wharfage, dock dues, litrage, cartage, crancage, etc., if incurred in the dock area, and charges in the nature of bank exchange and export duties are not required for duty purposes to be enumerated at the foot of the invoice. There is, however, no objection to such charges, if incurred, being shown separately.

14. The certificate on the invoice must be signed, in his personal capacity, by the supplier or the manufacturer or any person having authority to sign on behalf of the supplier or manufacturer. The witness to the signature need not necessarily be a magistrate, notary, or other public official, but may be any person competent to sign as a witness to signatures on ordinary business documents.

You Should Entrust

the administration of your Will only to those experienced in such matters.

Administration of Estates is this Company's business, and its officers are especially trained for all the duties involved and will be glad to discuss the subject with you.

Appoint this Company to act as your sole Executor or jointly with your friends.

Montreal Trust Company.

Sir Herbert S. Holt, President. A. J. Brown, K.C., Vice-Pres.

F. G. DONALDSON, General Manager,

11 Place d'Armes Square, Montreal.

St. John's, Nfld., Branch, Royal Bank of Canada Building.

E. B. McINERNEY, Agent.

NOTICE!

Department of Controller.

Cheques drawn on banks outside of St. John's **MUST** be Certified by the banks on which they are drawn before being sent to this Department, and from this date none but certified cheques will be accepted.

J. T. MEANEY,
Acting Controller.

March, 1922.

SUBSCRIPTIONS To Foreign Periodicals.

If you wish to Subscribe to any Magazine, Newspaper, or Fashion Journal, whether English, American or Canadian, ask us to take care of your Subscription. If the special paper that you require is not among the "regulars" which we are receiving, we can easily procure it for you at shortest notice.

We will gladly quote prices for a Yearly Subscription to any Periodical now being published.

PROMPT DELIVERIES.

GARRETT BYRNE,
Bookseller and Stationer.

FOREST FIRES

THE ATTENTION OF THE PUBLIC IS
CALLED TO THE FOLLOWING
PROVISIONS OF THE FOR-
EST FIRES ACT.

- 1.—Any person who sets out, makes or starts a **Fire** for any purpose whatever, between the **Fifteenth Day of April** and the **First Day of December**, in or near any woods, or without selecting a place free from dry trees, underbrush or other inflammable material in which to make or start such **Fire**, or fails to remove all such dry wood, brushwood or inflammable material within a distance of ten feet from such fire in every direction, or fails to completely extinguish the same before leaving.
- 2.—Throws or Drops any **Burning Match, Ashes of a Pipe, Lighted Cigar** or any other burning substance.
- 3.—Or fails to totally extinguish any **Camp Fire** before breaking camp, shall be liable to a **Penalty** of not less than **\$50.00** nor more than **\$400.00** or **Imprisonment** for a period of **Twelve Months**.

ALEXANDER CAMPBELL,

Minister of Agriculture and Mines.
Dept. Agriculture and Mines, April, 1922.

The Late William T. Moores.

AT Newbury Hospital, New York, on January 17th, 1922, the soul of the late William Thomas Moores, of Freshwater, winged its flight into the Great Beyond after 15 days suffering with Pneumonia. All that skilled attendants and kind friends could do was done, but still he was taken when so much was done to keep him. He was the only son of Mr. and Mrs. John Judson Moores, of Freshwater, Bay-de-Verde, and had one sister Edith, now Mrs. Robert Hunt, to all of whom the loss is irreparable, and as is also in no small measure to his home and the districts surrounding. Mr. Moores was a skilled mechanic, and understood practically every branch of his trade, it is easily imagined then how his loss is felt among the fishermen, who often have had reason to bless him, and whose hearts are now big with feeling. He was also a thoroughly accomplished skater and swimmer, and took part in all the local



THE LATE WILLIAM THOMAS MOORES.

athletes this summer, acting as goalie several times for the Carbonear football team. He was a member of Masonic Lodge "Carbonear" and was always thoroughly dependable. His place in the Lodge Room is vacant, but his memory ever lives in the hearts of those who love and cannot forget.

He left home on September 17th, 1921, in company with Mr. J. Marshall to work at the New York Military Academy at Cornwall-on-Hudson, New York, a desire to learn and acquire calling him into the world, as he had done for many years past, having spent last winter at Montreal; visiting also Halifax, Bridgewater, Boston, and Chelsea. His experience had taught him much, he used his gifts well, and his life has not been lived in vain.

His twenty-four years crowded with activity are ended here, but in reality they are but begun. Good-byes are hard to say, but ah, how much clearer rings out the joyous "Hello" when we stand within the portal. Partings cruel as they be, must be, to teach us the bliss of a reunion. In the little cemetery at Freshwater lies the remnant of happy manhood, laid to rest with the tender hands and aching hearts of a throbbing concourse of mourners. The parents have lost their future hope, their only son, but there was One who gave His only Son, whose sympathy is always poured on the broken hearted, and whose ear is ever ready to hear the feeblest cry for help.

S.S. "NEPTUNE," CAPT. GEO. TARDOLF,
JOB BROS. & CO., LTD.

The Seal Fishery for 1922.

As we close the pages of this number of the QUARTERLY, the catch to date (April 21) are as follows:

Sagona	8,908
Ranger	4,296
Thetis	15,825
Seal	4,978
Viking	19,373
Eagle	16,182
Neptune	22,000
Terra Nova	23,000
Seal (2nd trip)	700

Total 115,262

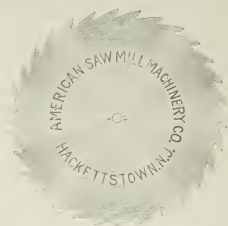
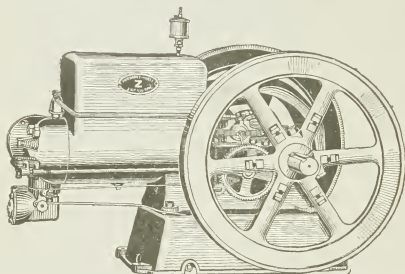
The strs. "Ranger," "Seal" and "Thetis" are making 2nd trips.

THE S.S. "DIANA," OLDEST OF THE FLEET.
LOST MARCH '77

Fairbanks-Morse

Marine and Stationary Engines,

1½ to 20 Horse Power.



Saw Mill Machinery,
Coopers' Head Rounders.

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Marine Engines,

And all Motor Parts.

A. H. Murray & Co., Ltd., St. John's, Nfld.

Your Suit and Spring Overcoat!

To be attired correctly---to feel at ease in clothes that fit perfectly---is every man's desire.

Canadian Tailored to measure Suits and Overcoats will make you feel at ease, because perfect in every detail.

Let us take your measure now.

Canadian Clothing Co.,

P. O. Box 639.

C. A. LEVERMAN, jr., Proprietor,

Phone 935.

2nd Flat, Shea Building, Entrance Williams Lane.

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Assurance



Co., Ltd.,

OF LONDON, — — — ESTABLISHED 1782.

Total Funds exceed \$80,000,000.00
Claims Paid exceed \$470,000,000.00

Place your business with us, the premier Company
in Newfoundland.

Lowest Current Rates of Premiums.

W. & G. RENDELL, St. John's,
Agents for Newfoundland.

Niagara Fire Insurance Company of New York.

Canadian Department: Montreal,

W. E. FINDLAY, Manager.

Incorporated in 1850.

Has been 70 years in business.

Losses paid since organization \$73,149,972.09

Assets at Dec. 31st, 1921 \$15,227,726.63

Which are held for the security of Policyholders.

Unexcelled reputation for SERVICE,

SECURITY and PROMPT PAYMENTS.

A. T. GOODRIDGE,

Agent for Newfoundland.

Newfoundland Savings Bank.



Established in 1834.

Chartered by Acts of the Legislature.

"The General Revenue of the Colony
shall be liable for all moneys deposited in
this Bank and all interest payable thereon."

—Extract from Bank's Charter.

BRANCHES:—Harbor Grace, Heart's Content, Bay Roberts,
and Placentia.

Interest on Deposits allowed at the current rate.

ROBERT WATSON, Cashier.

Newfoundland Coal & Trading Company, Limited,

(Alan Goodridge & Sons' old premises)

Always in stock, in store and afloat Best Screened

North Sydney Coal,

And Anthracite Coal of all sizes.

—Also,—

P. & T. Board,

Dressed Clapboard,

3-in. Spruce Plank,

Framing and Studding,

and 1-in. Clapboard.

Dicks & Co., Ltd.

We Sell Everything Needed
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Special Loose-leaf Systems,

Binder Sheets,

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M. & E. KENNEDY,

Contractors, Builders

and Appraisers.

Office: **RENOUF BUILDING.**

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Scotch Household Coal

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SMALL, MEDIUM and LARGE.

NO SLACK.

Bright clean burning coal; no clinkers; best value in the market.

\$14.50 per ton sent home.

PHONE 297.

The United Coal Co.

Department of Agriculture and Mines.

The Department's High-Class Stock of selected Seeds has arrived. To produce hay and fodders the list includes,—

Bright Hull Globe-Timothy,	Alsike,
Red Top,	Sweet Clover,
Red Clover,	Sunflower,
Alfalfa,	Fodder, Pea and Vetches.

ALBERT J. BAYLY,
Secretary of Agriculture.

April 20, 1922.



RING UP

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Exporters

OF THE VERY FINEST

Medical Cod Liver Oil,

Shipped in Tin Lined Barrels.

Quotation on application.

W. A. MUNN,

Board of Trade Building,
St. John's, Newfoundland.



NOTICE.

The Board of Governors of The St. John's General Hospital beg to announce for the information of the General Public that final arrangements have been made for the collection of fees to be paid by all persons who occupy beds or undergo treatment at the General Hospital. The scale of fees was advertised in December last as coming into effect on January 1st, 1921, but unforeseen circumstances prevented this from being carried out.

The following regulations, in accord with "An Act respecting the General Hospital," will be strictly enforced:—

Under an Act respecting the General Hospital (6 George V., Cap. XIX.) and with the approval of the Governor in Council the Board of Governors of the St. John's General Hospital give notice that they have fixed and prescribed the following scale of fees to be levied from and paid by all persons who occupy beds or undergo treatment at the Hospital. The scale is to come into operation on the 1st day of October, 1921.

Scale of Fees.

Every person receiving treatment in the General Hospital shall, after the 30th day of September, 1921, pay fees according to the following scale:—

Persons admitted to the public wards \$1.00 per day, persons occupying private rooms \$10.00 per week in addition to the daily fee of \$1.00. Every applicant for admission to the Hospital must bring with him, or forward to the Superintendent of the Hospital, certificate signed by a duly registered physician that such applicant is a proper subject for Hospital treatment.

Under the provisions of the General Hospital Act, 1915, all patients who are unable to pay fees shall be required to bring with them a certificate of their inability to pay, which shall be signed by the resident Relieving Officer, or, where there is no such Officer, by a Justice of the Peace, a Clergyman or other responsible persons. The fees of such patients thereupon become payable by the Commissioner of Public Charity, by virtue of the said Act.

By order of the Board,

GEORGE SHEA, Chairman.
W. H. RENNIE, Secretary.

February, 1922.



Public Notice.

SUDBURY HOSPITAL.

The following scale of fees payable by outside patients for treatment in the various Departments of Sudbury Hospital will be effective on and after November 1st, 1921:

MASSAGE AND ELECTRICAL DEPARTMENT.

Including treatment with sinusoidal, galvanic and high frequency currents, per treatment \$1.00

HYDRO THERAPEUTIC DEPARTMENT.

Including Schott's Douche, whirlpool, sedative and electric bath with massage, etc, per treatment \$1.00

Electric Cabinet (Turkish) Bath \$2.50

X-RAY DEPARTMENT.

Radiographs. Plates under 10 x 12 \$2.00

All larger sizes 5.00

X-Ray Treatments 2.00

SCREEN EXAMINATIONS.

With Bismuth Meal, \$5.00 and upwards.

This does not include prints. All cases to be dealt with through their own doctors to whom reports will be sent. Above scale of fees applies to civilian cases only.

W. B. JENNINGS,

Minister Public Works.

Department Public Works.

St. John's, Nfld., February, 1922.

Jackman's Boys' Suit Department.

BOYS' SUFFOLK

With Pinch Back, Belt and Buckle. Prices from \$10.00 to \$15.00.

BOYS' RUGBY

In Pinch Back and Plain. Prices from \$10.00 to \$19.50.

ALSO SPECIAL LINE

Made by our Custom Tailoring Department.

With Pinch Back, Belt and Buckle. Vertical Pockets and Knicker Pants.

W. H. JACKMAN,
39 Water Street, West.

The World's Best! ❀❀

Sunbeam Pure Food Products
are stocked by all
First Class Grocers.

A trial will convince you that
the Quality cannot be beaten.

Trade supplied by

John P. Hand & Company,

Phone 761.

Agents.

Fire Insurance!

The Employers' Liability Assurance
Corporation, Ltd., of London, Eng.

The North West Fire Insurance
Company, of Winnipeg, Man.

Higgins, Hunt & Emerson,

Agents for Newfoundland,

Columbus Hall, St. John's.

The attention of Ship Owners

is called to the following:—

REGULATIONS

RELATING TO THE EXAMINATION OF
ENGINEERS.—CHAPTER I.

GENERAL RULES.

1.—These Regulations are issued in pursuance of an Act respecting the qualification of Engineers (6 Edward VII., Cap. 24).

In accordance with Section 9 of the said Act, "No steamers registered in Newfoundland shall go to sea from any port in or of Newfoundland or its dependencies unless the engineers thereof have obtained and possess valid certificates for sea-going ships, appropriate to their several stations in such ships, or of a higher grade from the Board of Trade in the United Kingdom, or valid certificates of competency appropriated to their several stations in such ships, or of a higher grade granted in any British possession, and declared by Order of His Majesty in Council, published in the *London Gazette* under the provisions of the Merchant Shipping (Colonial) Act, eighteen hundred and sixty-nine, or of any Act of the Parliament of the United Kingdom containing such provisions, to be of the same force as certificates of competency for foreign-going ships granted under the Acts of the Parliament of the United Kingdom relating to merchant shipping, or a certificate of competency under the provisions of this Act. And every person who, having been engaged to serve as an Engineer of any sea-going ship registered in Newfoundland, goes to sea as aforesaid after that date as such engineer without being at the time entitled to and possessed of such certificate for sea-going ships, as hereinbefore required, or who employs any person as Engineer of any sea-going ship, as aforesaid, without first ascertaining that he at the time is entitled to, and possessed of such certificate, shall for such offence incur a penalty not exceeding one hundred dollars."

Department of Marine and Fisheries,

St. John's, Newfoundland,
November, 21st, 1921.



**Custom Made
Clothes
Are Individual in Style,**

and at all times possess an appreciable advantage in

**Fabric, Tailoring, Finish,
Fit and Fashion.**

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P. O. Box 445. **W. P. SHORTALL,** Phone 477.
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**Insure Your Property
WITH THE**

**Liverpool and London
and Globe
Insurance Company, Ltd.**

Bowring Bros., Ltd.,

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W. & G. RENDELL,

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—Importers and Dealers in—

**Hardware of all descriptions,
Paints, Oils, Cement
and Roofing Materials.**

A large supply of above goods always in stock.

—SOLE AGENTS FOR—

Brantford Roofing Co., Ltd.

FIRE! The **FIRE!**
**North British and Mercantile
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[Established 1809.]

Head Offices Edinburgh & London.

Available Funds--£29,500,000

Insurance on any description of property at lowest current rates.

Prompt Settlements.

Liberal Adjustments.

GEORGE SHEA,
 General Agent for Newfoundland.

**Anglo-American Telegraph Co.,
 LIMITED.**

8 Transatlantic Duplex Cables

Insure the Best Cable Service in the World.

Direct connection with the British Postal Telegraphs.

Exclusive connection with over

25,000 Offices in America,
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 Messages accepted for all points in Newfoundland.

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TELEPHONE 378
 FOR MESSENGER.

H. A. SAUNDERS, Superintendent.

**NOTICE TO
 Drivers of Carriages, Carts, Motor Cars, Etc.**

ORDER No. 3.

Under "Street Traffic Regulation Act, 1918."

1. Vehicles must travel on the left hand side of the street or road. Vehicles moving slowly must be kept as close as possible to the curb or side drain on the left, allowing more swiftly moving vehicles passage on the right.
2. A vehicle turning into another street to the left, shall turn the corner at the left hand curb or side drain of said street.
3. A vehicle turning into another street to the right, shall turn around the centre of the intersection of the two streets, and keep to the left of the street into which it turns.
4. Police, Fire and Mail vehicles and Ambulances shall have the right of way over all other vehicles.
5. The driver of a vehicle on the approach of any apparatus of the Fire Department shall bring his vehicle to a stand still as near the left hand curb or side drain as possible.
6. Vehicles going in a westerly or easterly direction shall have the right of way over vehicles going in a northerly or southerly direction.
7. Drivers of vehicles shall stop whenever required to do so by any member of the Police Force, either verbally, or by a signal with the hand, and they shall obey his order and comply with any direction which he may give them in the interest of good order, of traffic or public security.
8. The driver of a vehicle meeting or overtaking a street car which is stationary, for the purpose of taking on or discharging passengers, shall stop his vehicle at a distance of at least ten feet from the said car, and shall keep such vehicle at a stand still until such car is set in motion, and any passenger who may have alighted shall have reached a place of safety.

CHAS. H. HUTCHINGS, Inspector General
 of Constabulary.

A. E. HICKMAN CO., LTD.

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When writing to Advertisers kindly mention "The Newfoundland Quarterly."

THE RED CROSS LINE

**Offers a Regular Service of Twelve-day Trips
to Halifax, Nova Scotia, and St. John's, Newfoundland.**

This service will be maintained by their steamers, especially built for this service. Steamers remain long enough at each port to enable passengers to visit these interesting cities.

People who spend the summer at Chester, Digby, Hubbards or any of the other charming seaside resorts in Nova Scotia will find that the Red Cross Line provides the best, easiest and most direct method of getting there.

There is splendid trout fishing in the vicinity of St. John's. Loch Leven and Rainbow trout have been imported assuring the angler of the very best fishing. The finest salmon fishing on this side of the Atlantic can be reached in one day from St. John's at a very small expense.

Parnigan or grouse shooting is from September 21st to December 31st. Caribou shooting commences August 1st, and in no other part of the world can big game shooting be enjoyed for so little expense.

The rate for the round trip, including berth and meals while at sea and in port is \$120.00 and up according to accommodations desired. Illustrated folder, with complete rates, plans, sailings and other information will be sent upon application to

BOWRING & COMPANY, General Agents Red Cross Line,
17 Battery Place, New York City.

Parker & Monroe, Ltd.

Wear Our Makes of Footwear.



"Rambler,"
for Men.

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"Duchess,"**
for Women.

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"Princess,"**
for Children.

"Rover," for Boys.

Our Clothes and Furnishings For Boys and Men

are receiving very special compliments from the
many **Pleased Customers** who have been here.

The Good Quality, Neat Styles

and exceptional values are what pleased them.

They will please you, too.

T. J. BARRON,

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Boys' and Men's Outfitter.

Geo. Neal, Ltd.,

St. John's, Newfoundland,

WHOLESALE DEALERS IN

**Provisions, Groceries,
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Fred. R. Emerson.

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Barristers, Solicitors, etc.

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Newfoundland Gov't. Coastal Mail Service.

S.S. "PORTIA," WESTERN ROUTE,

Calls at the following places:—Cape Broyle, Ferryland, Fermeuse, Renew's, Trepassey, St. Mary's, Salmonier, Placentia, Marystown, Burin, St. Lawrence, Lamaline, Fortune, Grand Bank, Belleoram, St. Jacques, Harbor Breton, Pass Island, Hermitage, Gaultois, Pushthrough, Francois, Cape LaHune, Ramea, Burgeo, Rose Blanche, Channel, Bay of Islands, Codroy, Aquathuna, Bonne Bay.

S.S. "PROSPERO," NORTHERN ROUTE,

Call at the following places:—Bay-de-Verde, Old Perlican, Trinity, Catalina, Bonavista, Salvage, King's Cove, Greenspond, Pool's Island, Wesleyville, Seldom-Come-By, Fogo, Change Islands, Herring Neck, Twillingate, Moreton's Harbor, Exploits, Fortune Harbor, Leading Tickle, Pilley's Island, Little Bay Island, Little Bay, Nipper's Harbor, Tilt Cove, LaScie, Pacquet, Baie Verte, Coachman's Cove, Seal Cove, Bear Cove, West Port, Jackson's Arm, Englee Conche, St. Julien, St. Anthony, Griguet, Quirpon.

W. H. CAVE, Minister of Shipping.

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Subscribed Capital	\$10,000,000.00
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Beef, Mutton, Lamb,
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Estimates on all kinds of Work.

Satisfaction Guaranteed.

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There is something to our custom garments which makes them look as if they belonged to the wearer. Not only the well selected materials, but also the Artistic Cut and the Thorough Construction, make our suits stand out above all others for fit, finish and quality.

CHAPLIN, The Store that Pleases.

Fire Insurance. Effect it with old, reliable and prompt-paying company.

The Yorkshire
Insurance Company, Ltd.

Losses by Gas, Lightning and Forest Fires not excepted. Ask for rate before insuring elsewhere. All information gladly given.

JAMES J. McGRATH, Barrister, Solicitor & Notary Public, Agent.
Office: 263 Duckworth Street. Phone 61.

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Steamship Owners and Brokers; Commission, Insurance
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The well known steamer "**Digby**," in conjunction with the steamer "**Sachem**," maintain a passenger service between Liverpool, St. John's, Halifax and Boston and vice versa. These steamers are excellently fitted up for the carrying of First Class Passengers. Passengers to Liverpool must be in possession of passports.

First Class Fare.

St. John's to Halifax.....	\$35.00
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For information apply to

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MADAM:—Have you a package of **OLD DUTCH CLEANSER** in your home? It makes everything clean and pure. Cleans Bath Tubs, Sinks, Porcelain, Marble, Painted Walls, Woodwork, Floors, Cutlery, China, Enamelware, Silver, Glassware, Windows, Furniture, Linoleum, Oil Cloth, Brass and Copper.

Don't take substitutes; they are not as good as **Old Dutch Cleanser**. For sale at all First-Class Grocers.

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For Present Enjoyment

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ARMADA TEA

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Dealt in Cement, Sciente, Plaster, Sand, Mortar, Bricks, Drain Pipes, Bends, Junctions and Traps, Chimney Tops, all sizes, Blue Glass and

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Estimates Given for all kinds
of Work at Shortest Notice.

Manufacturers and Real Estate Owners contemplating any addition to their present holdings, or the erection of new structures, will find it advantageous to get our estimates and terms.

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Agent for

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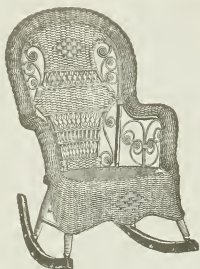
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We always have on hand a large stock
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Caskets and Coffins.

Personal attention given to all Undertaking
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Carefully selected stock, wide assortments and prices that are beyond the lowest offered in this vicinity, have made our Furniture Store the ONLY Store for hundreds of shrewd buyers. We claim to save you money on Furniture, and a rapid and steady increase of trade proves beyond a doubt that the public recognises and appreciates good values.

One of the strong features of our stock is that it is broad enough to suit everybody—Furniture to suit every kind of home:

CHAIRS—Dining, Rockers, Morris, Rattan; **TABLES** for Dining Rooms, Parlors, Halls, etc.; **Sideboards and Buffets, Over-Mantles, Bed Room Suites, Bedsteads, Parlor Suites, Couches, Book Cases, Secretaries, Hall Stands, Wardrobes, Office Furniture, Spring Mattresses, etc.**

THE ROYAL STORES, LTD.

Customs Circular

❖ No. 15 ❖



WHEN TOURISTS, ANGLERS and SPORTSMEN arriving in this Colony bring with them Cameras, Bicycles, Angler's Outfits, Troutng Gear, Fire-arms, and Ammunition, Tents, Canoes and Implements, they shall be admitted under the following conditions:—

A deposit equal to the duty shall be taken on such articles as Cameras, Bicycles, Troutng poles, Fire-arms, Tents, Canoes, and tent equipage. A receipt (No. 1) according to the form attached shall be given for the deposit and the particulars of the articles shall be noted in the receipt as well as in the marginal cheques. Receipt No. 2 if taken at an outport office shall be mailed at once directed to the Assistant Collector, St. John's, if taken in St. John's the Receipt No. 2 shall be sent to the Landing Surveyor.

Upon the departure from the Colony of the Tourist, Angler or Sportsman, he may obtain a refund of the deposit by presenting the articles at the Port of Exit and having them compared with the receipt. The Examining Officer shall initial on the receipt the result of his examination and upon its correctness being ascertained the refund may be made.

No groceries, canned goods, wines, spirits or provisions of any kind will be admitted free and no deposit for a refund may be taken upon such articles.

H. W. LeMESSURIER,

Deputy Minister of Customs.

CUSTOM HOUSE.

St. John's, Newfoundland, March, 1922.



Notice to Owners and Masters of British Ships!

The attention of Owners and Masters of British Ships is called to the 74th Section of the "Merchant Shipping Act, 1894."

74.—(1) A Ship belonging to a British subject shall hoist the proper national colours—

- (a) on a signal being made to her by one of His Majesty's ships (including any vessel under the command of an officer of His Majesty's navy on full pay), and
- (b) on entering or leaving any foreign port, and
- (c) if of fifty tons gross tonnage or upwards, on entering or leaving any British Port.

(2) If default is made on board any such ship in complying with this section, the master of the ship shall for each offence be liable to a fine not exceeding one hundred pounds.

At time of war it is necessary for every British Ship to hoist the colours and heave to if signalled by a British Warship; if a vessel hoists no colours and runs away, it is liable to be fired upon.

H. W. LeMESSURIER,

Registrar of Shipping.

St. John's, Newfoundland,
March, 1922.



Public Notice.

NOTICE is hereby given to the Public that applications for

MINERAL AREAS

may be received at this office on and after the first day of August, 1921, and licenses may be issued for such areas, reserving therefrom Coal, & Petroleum Oil, & Bitumen, Natural Gas and Bituminous Clays and Shales capable of yielding Petroleum Oil on distillation.

ALEXANDER CAMPBELL,
Minister of Agriculture and Mines.

Department of Agriculture and Mines,
St. John's Newfoundland,
February, 1922.

Cable Address: "JOB," St. John's; "JOBAD," New York; "JOB," Liverpool;
"JOBLOD," London.

JOB BROTHERS & CO., LTD.

Water Street, St. John's, Nfld.

ESTABLISHED 1780.

EXPORTERS OF

Codfish, Pickled Fish and Lobsters, Cod Oil, Seal Oil and Whale Oil

Medicinal Cod Liver Oil

(Norwegian Process, Non-Freezing),
and other produce.

AGENCIES:

The Royal Insurance Co., Ltd., Liverpool Fire and Life.

The Union Marine Insurance Co., Ltd., Liverpool.

The National Fire Insurance Co'y, Hartford, Conn.

The National Benefit Assurance Co., Ltd., London (Marine).

MANAGERS OF

JOB'S STORES, LTD.

DEALERS IN

Provisions and Groceries, Naval Stores and Fishing Supplies,
WHOLESALE AND RETAIL.

MANAGERS OF

"Neptune" Steamship Co., Ltd., "Thetis" Steamship Co., Ltd.

JOB BROS.,

Tower Bldg.,
Liverpool, G. B.

JOB & COMPANY, LTD.,

31 Great St. Helens,
London, E. C.

W. & S. JOB & CO., INC.,

29 Broadway,
New York.

Reid Newfoundland Company, Ltd.

Proprietors of the Dry Dock, St. John's, Newfoundland

One of the best equipped Dry Docks in America. Steamships docked and repaired at the lowest rates. Well equipped and thoroughly fitted with all modern appliances for temporary or permanent repairs. Length of Dock, 610 feet. Depth of Water, 25 feet.

Proprietors and Operators of the St. John's Electric Street Railway.

All the Electric power supplied in St. John's is generated on this system. City Lighting and Power for Factories, etc., supplied at moderate rates. Those requiring Electric Power for any purpose should consult the undersigned.

Owners of Ten Clyde-Built Steamships

Royal Mail Steamers operating on Bays and Coasts of Newfoundland and Labrador.

Lessees and Operators of the Newfoundland Railway, 903 miles. Owners of 2,500,000 acres of Mineral and Timber Lands.

The Newfoundland Express Company, carrying on Express Business with all Express Companies of the world, and Money Orders issued to all parts.

The Railway and Steamship Systems give the best

connection between Newfoundland and Canada and the United States, and the best freight line between Canada and Newfoundland. S.S. "KYLE" and "SAGONA" connect at North Sydney with the Intercolonial Railway.

Newfoundland offers to the Tourists, Sportsmen and Health-Seeker the grandest scenery in the Western Hemisphere. A most beautiful climate in the summer months; cool, even and invigorating. No hay fever.

Finest Caribou Hunting Grounds in the World.

Best Salmon and Trout Streams that have yet been discovered. The Railway is equipped with Dining and Sleeping Cars, and everything to please the taste and add to the comfort of the Tourist is provided.

All information in regard to Newfoundland and Labrador will be given on application to the

REID NEWFOUNDLAND CO., LTD.,
ST. JOHN'S, NEWFOUNDLAND.



Passport Regulations.

1. APPLICATIONS for Passports must be made in the authorized form and enclosed in a cover addressed to "THE DEPARTMENT OF THE COLONIAL SECRETARY, ST. JOHN'S."

2. The charge for a Passport is \$2.50. Passports are issued at the Office of the Colonial Secretary between the hours of 10 and 4 ON THE DAY FOLLOWING THAT ON WHICH THE APPLICATION FOR THE PASSPORT HAS BEEN RECEIVED, except on Sundays and Public Holidays, when the Office is closed. Applications should, if possible, reach the Office before 4 p.m. on the previous day. If the applicant does not reside in St. John's, the Passport may be sent by post, and a Postal Order for \$2.50 should in that case accompany the application. POSTAGE STAMPS WILL NOT BE RECEIVED IN PAYMENT.

3. Passports are granted—

- (1) To natural-born British subjects;
- (2) To the wives and widows of such persons; and
- (3) To persons naturalized in the United Kingdom, in the British Colonies, or in India.

A married woman is deemed to be a subject of the State of which her husband is for the time being a subject.

4. Passports are granted—

- (1) In the case of natural-born British subjects and persons naturalized in Newfoundland, upon the production of a Declaration by the applicant in the authorized form verified by a Declaration made by a member or official of any **Banking Firm** established in Newfoundland, or by any **Mayor, Magistrate, Justice of the Peace, Minister of Religion, Barrister-at-Law, Physician, Surgeon, Solicitor, or Notary Public**, resident in Newfoundland. The applicant's Certificate of Birth and other evidence may also be required.
- (2) In the case of children under the age of 19 years a separate Passport, upon production of a Declaration made by the child's parent or guardian, in a Form (B), to be obtained upon application to the Office of the Colonial Secretary.
- (3) In the case of persons naturalized in the United Kingdom or in any of the British Self-governing Colonies, upon production of a Recommendation from the Colonial Office, or the High Commissioner or Agent-General in London of the State concerned; and in the case of natives of British India, and persons naturalized therein, upon production of a Letter of Recommendation from the India Office. Persons naturalized in any of the Crown Colonies must obtain a Letter of Recommendation from the Colonial Office.

5. If the applicant for a Passport be a Naturalized British

subject, the Certificate of Naturalization must be forwarded to the Office of the Colonial Secretary, with the Declaration, for delivery to the applicant.

Naturalized British subjects will be described as such in their Passports which will be issued subject to the necessary qualifications.

6. Passports are not available beyond two years from the date of issue. They may be renewed for four further periods of two years each, after which fresh Passports must be obtained. The fee for each renewal is \$1.00.

7. A Passport cannot be issued on behalf of a person already abroad; such person should apply for one to the nearest British Mission or Consulate. Passports must not be sent out of Newfoundland by post.

R. A. SQUIRES,
Colonial Secretary.

Department of the Colonial Secretary.

St. John's, Newfoundland,

February, 1922.

We are prepared to quote
Low Prices

...ON...

General Lines of
Merchandise.

Robinson Export Co.

The Newfoundland Quarterly.

—AN ILLUSTRATED MAGAZINE—

Issued every third month about the 15th of March, June, September and December from the office

34 Prescott Street, St. John's, Newfoundland.

JOHN J. EVANS, * * * * * PRINTER AND PROPRIETOR.

To whom all Communications should be addressed.

Subscription Rates:

Single Copies, each 20 cents.
One Year, in advance, Newfoundland and Canada 80 "
Foreign Subscriptions (except Canada) 90 "

Advertising Rates

\$30.00 per page; one-third of a page, \$10.00, one-sixth of a page, \$5.00, one-twelfth of a page, \$2.50—for each insertion.

All Kinds of Job Printing
Neatly Executed
at "The Quarterly" Office.

St. George's Coal Fields, Ltd.

We wish to advise our Shareholders as well as the general public that since starting our development on the above named area some three years ago, we have uncovered and prospected over **Fifteen separate Seams of Coal**, Seven of which come well within the range of workable **Coal Seams**, namely:—

Containing	
The Howley on the Robinson River	4 ft. 2 inches Coal
The Cleary on the Barachois River	2 ft. 2 inches Coal
The Jukes on the Barachois River	5 ft. 5 inches Coal
The Furlong on the Barachois River	3 ft. 3 inches Coal
The Murray No. 1 on the Barachois River	3 ft. 3 inches Coal
The Murray No. 2 on the Barachois River	5 ft. 5 inches Coal
The Tom Diamond on the Barachois River	2 ft. 2 inches Coal
Total	25 ft. 10 inches Coal

As we are now satisfied we have a Coal property with sufficient Coal in sight to warrant any reputable Company to finance and work on an extensive scale, we have invited Engineers to examine the area during the coming spring.

In order to defray the necessary expenses which must be met, such as keeping the shafts and tunnels on the various sections of the property open and ready for the inspection of engineers and buyers during the coming summer, together with the payment of Government rentals, office and travelling expenses until the property is sold, we are asking your co-operation in the purchase of some additional Shares.

As the risk of speculation in this proposition has been borne by the pioneers we make no hesitation in stating that the present offering of shares may be regarded as an investment with enormous possibilities.

The area contains 11 1/2 Square miles containing according to surface measurements of Seams 2 ft. 2 inches and upwards calculated on the basis of 1,000 tons per acre-foot (the very lowest estimate) over 190,000,000 tons thus guaranteeing enough of Coal to supply Newfoundland with 500,000 tons per year for 126 years in addition to export 1,000,000 tons per year over a similar period. The consumption of Coal in Newfoundland at the present time is about 300,000 tons per year.

With regard to the possibilities and future value of this property we would call your attention to the Iron Ore Properties at Bell Island.

When the Dominion Iron & Steel Co. purchased from the Nova Scotia Steel & Coal Co. a portion of the Iron Ore properties at Bell Island for \$1,000,000 they based their calculation on 26,000,000 tons of Ore just a margin over 3 3/4 cents per ton, it was looked upon as a wonder. To-day the total holdings of both these Companies are calculated to contain (according to some of the leading Geologists of the world) about **Four Billion** tons of Iron Ore.

As a **National Asset** at a valuation of 10c. per ton in taxes and 50c. per ton in labour these Mines are worth to this Dominion about \$2,400,000,000 enough to pay off our **National Debt** about 40 times over.

Coal is the foundation on which Nations are built, no country can be great or even prosperous without Coal of its own, and as we have proven beyond doubt we have **Millions** of tons of high grade Coal on our property, we are making this appeal to our **Shareholders** and also to the **General Public** for their earnest support in the purchase of some additional **Shares** to enable us to carry through to a successful finish the work so well begun.

As this may be our last appeal and your last opportunity to participate in this venture we would ask you to let us have your application as quickly as possible.

SHARES ONE DOLLAR EACH.

THE ST. GEORGE'S COAL FIELDS, LTD.,

Per T. J. Freeman,
Sec'y.-Treasurer.

Exchange Building, 246 Water Street,
St. John's, Newfoundland.

Newfoundland Literature!

Newfoundland—Its Manifold Attractions for Capitalist, Settler and Tourist, fully illustrated, 1921.	80 cts.
Dominion of Newfoundland and Labrador; Resources, etc., illustrated, 1922.	\$1.00
*Prowse, D. W., Newfoundland in 1896.	7-75
*Harvey & Hutton, Newfoundland, 1883.	5-25
*Tocque, P., Newfoundland in 1877.	3.00
Howley, J. P., The Beothucks or Red Indians of Newfoundland.	6-50
Dugmore, A. R., Romance of the Newfoundland Caribou.	4-75
*A Short American Tramp, Newfoundland and Labrador, 1865.	3-20
Newfoundland and Labrador with a Camera, illustrated with 100 full-page half-tones size 9x12, Art Linen binding.	2-65
Newfoundland Views; 50 selected half-tones St. John's, Nfld.; Colored Post Card booklet of 16 views.	.30
Lumsden, The Skipper Parson in Nfld.	1-60
Newfoundland, with 12 full-page coloured illustrations, by Ford Fairford.	1-10
*Newfoundland in 1894, A Tourist's Guide. Newfoundland Year Book, authentic and up-to-date information relating thereto for 1921, 90c. 1922, post paid.	1-10
*McGrath, P. T., Newfoundland in 1911.	2-60
*Jukes, J. B., Excursions in and about Newfoundland, 2v.	6-75
*Wilson, Beckles, Newfoundland The Tenth Island.	2-10
*Wix, F., Six Months of a Nfld. Missionary's Journal.	1-50
Southcott, M., Some Newfoundland Wild Flowers.	.30
Fernald, Botany in Newfoundland and South Labrador.	.75
5000 Facts About Newfoundland, up-to-date.	.35

If interested write for a further list of books on Newfoundland, Labrador, British North America, and Arctic.

Books marked * are out of print and scarce.

Sent post paid to any address on receipt of price.

GARLAND'S BOOKSTORE,

177-9 Water Street, St. John's, Newfoundland.



NOTICE!

Every man who has been honourably discharged from the Royal Newfoundland Regiment or the Newfoundland Forestry Corps is entitled to a Discharge Badge. A number of such Badges which were mailed to the last known addresses of discharged men, have been returned to the Militia Department.

It is, therefore, requested that any honourably discharged man who has not yet received his Badge will communicate with

THE PAYMASTER,

Department of Militia,
St. John's, Nfld.



Post Office Department

Parcels may be Forwarded by Post at Rates Given Below.

In the case of Parcels, for outside the Colony, the senders will ask for Declaration Form, upon which the Contents and Value must be Stated

FOR NEWFOUNDLAND AND LABRADOR.		FOR UNITED KINGDOM.	FOR DOMINION OF CANADA AND UNITED STATES.
1 pound	8 cents	4 cents	12 cents.
2 pounds	11 "	24 "	24 "
3 "	14 "	24 "	36 "
4 "	17 "	48 "	48 "
5 "	20 "	48 "	60 "
6 "	21 "	48 "	72 "
7 "	20 "	48 "	84 "
8 "	29 "	72 "	96 "
9 "	32 "	72 "	\$1.08
10 "	35 "	72 "	1.20
11 "	35 "	72 "	1.32
Under 1 lb. weight, 1 cent per 2 oz.		No parcel sent to U. K. for less than 24 cents.	No parcel sent to D. of C. or U. S. for less than 12 cents.

N.B.—Parcel Mails between Newfoundland and United States can only be exchanged by direct Steamers
Customs Export Entry

Parcels of Furs must be accompanied by a

Parcel Mails for Canada are closed at General Post Office every Monday and Thursday at 11 a.m., for despatch by train.

GENERAL POST OFFICE.

LETTER POST—INLAND.

A LETTER enclosed in an envelope, whether sealed or open addressed to any place in Newfoundland, and the Labrador Coast, which does not exceed an ounce in weight will be conveyed to its destination for three cents. This rate is applicable for letters posted in one settlement for delivery in another settlement a mile or more distant.

LETTER POST—FOREIGN.

Letters for Great Britain, the Dominion of Canada, and the United States of America are forwarded to destination for two cents per ounce or fraction thereof, plus one cent war tax. Valuable letters may be registered for delivery in Newfoundland for five cents.

Circulars, that is, printed communications, when posted in lots of not less than 10, wholly alike, and left open for inspection, are accepted for one cent for each two ounces or fraction thereof.

Newspapers, local and foreign, and Magazines, are forwarded to all places in Newfoundland, at a special rate of two cents per lb., but papers under four ounces are accepted free of postage within the Colony, also, books at two cents per lb. rate. Newspapers to the Dominion of

Canada, the United States, France, Germany, etc., must be prepaid at the rate of one cent for each two ounces or fraction thereof.

PARCEL POST.

Parcels of Merchandise are delivered to destination in Newfoundland at the rate of one cent for the first two ounces, and so on up to 1 lb., which is forwarded for eight cents, the second lb., three cents additional, or 11 cents and three cents for each additional lb., or fraction thereof, up to 10 and 11 lbs., which is the limit, at 35 cents. Name and address of sender must appear on all parcels. Otherwise we will refuse to accept them.

Senders of Parcels for local destinations must write their names and addresses on the covers; if not Postmasters may refuse to accept them.

Parcels for other countries must be accompanied by a Customs Declaration Form describing nature and value of contents. These forms will be supplied by the Post Office and are essential to ensure prompt despatch of parcel.

Money may be transmitted by means of the Money Order System and by Telegraph to places in Newfoundland, which are Money Order and Telegraph Stations, at reasonable rates on application.

W. W. HALFYARD, Minister of Posts & Telegraphs.

Baine, Johnston & Co.,

ESTABLISHED 1780.

Merchants, Ship-Owners, &c.

Agents

The Alliance Assurance Co., Ltd., LONDON.

Total Assets exceed £120,000,000.

Fire Premiums for 1912 exceeded \$6,500,000.

Agents

Newman's Celebrated Port Wine

In Pipes for Export.

A Telephone for only \$20.00 per Year,

Less than Six Cents Per Day.

For particulars apply to the Company's Office,
Telephone Building, Duckworth Street.

	Per Annum.
Direct Line Business Telephone	\$40.00
Direct Line Residence Telephone	30.00
Two Party Line Residence Telephone	24.00
Three or Four Party Line Residence Telephone	20.00
Extension Telephone	7.00

Party Line Residence Telephone Service is Ideal.

Your telephone and only yours rings when you are called. Other parties on the line do not know when you are calling or being called.

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ORDER YOUR Paint, Soap and Oiled Clothing

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Quality and Satisfaction Guaranteed.

INSURE WITH THE QUEEN,

the Company having the largest number of Policy Holders in Newfoundland.

Every satisfaction given in settling losses.

Office: *Adrain Building, 167 Water Street.*

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GEO. H. HALLEY,

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THE

LONDON DIRECTORY

with Provincial and Foreign Sections,
enables traders to communicate direct with
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in London and in the Provincial Towns and Industrial Centres of the United Kingdom and the Continent of Europe. The names, addresses and other details are classified under more than 2,000 trade headings, including

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arranged under the Ports to which they sail, and indicating the approximate Sailings.

One-inch BUSINESS CARDS of Firms desiring to extend their connections, or Trade Cards of

Dealers Seeking Agencies

can be printed at a cost of **£1. 10s. 0d.** for each trade heading under which they are inserted. Larger advertisements from £2 to £16.

A copy of the directory will be sent by parcel post for **£2**, nett cash with order.

The LONDON DIRECTORY Co., Ltd.,
25, Abchurch Lane, London, E. C. 4, England.

BUSINESS ESTABLISHED IN 1814.

We Make the Very Best Quality of

Manila Rope,

Coir Rope,

Hemp Fishing Lines,

White and Tarred Cotton Fishing Lines,

Hemp Seine Twine,

Cotton Seine Twine,

Herring Nets,

Cotton Linnett.

When anything better is invented
We Shall Make That.

Colonial Cordage Co., Ltd.

"The Destiny of Dollars"----How to expend money wisely.
An intense question which everybody must deal with.

"WORK AND ECONOMIZE" IS THE ANSWER.

There's never a goal worth getting but what you must work to attain ;

You must suffer and bleed for it, cling to your creed for it,
Fail, and go at it again.

Success is no whim of the moment, no crown for the indolent brow,

You must battle and try for it, offer to die for it ;
Lose it, yet win it somehow.

The pathway to glory is rugged, and many the heart-aches you'll know,

He who seeks to be master must rise from disaster,
Must take as he giveth the blow.

There's no royal highway to splendour, no short cut to fortune or fame ;

You must fearlessly fight for it, dare to be right for it,
Failing, yet playing the game.

The test of man's merit is *trouble*, the proof of his worth is *distress*,

Much as you long for it, man must be strong for it,
Work is the door to success.

The result of **WORK** and **ECONOMY** is that we are able to quote you prices on the following preparations at very much reduced Wholesale Prices:

Stafford's Liniment.

Phoradone.

Prescription "A"—small and large size.

Essence Ginger Wine.

Friar's Balsam, $\frac{1}{2}$ and 1 oz. bottles.

Essence Peppermint, $\frac{1}{2}$ and 1 oz. bottles.

Tincture Iodine, $\frac{1}{2}$ and 1 oz. bottles.

Paregoric Elixir, $\frac{1}{2}$ and 1 oz. bottles.

Glycerine, 1 oz. bottles.

Oil Eucalyptus, 1 oz. bottles.

Sweet Spirits of Nitre, $\frac{1}{2}$ and 1 oz. bottles.

Brick's Tasteless Cod Liver Oil.

Also, Special Prices on all kinds of Surgical requirements, such as—

Gauzes, Bandages, Absorbent Cotton, Thermometers, Adhesive Plaster, Hypodermic Syringes and Needles, Oiled Silk, Ethyl Chloride, Formaldehyde Fumigators, Boric Lint, Hot Water Bottles, Syringes, Iodine Swabs, Plasters, etc.

Also, Drugs, Chemicals, Lotions, Solutions, Pills, Tablets, of all descriptions.

Phone 640 or 687 for Prices.

Dr. F. STAFFORD & SON,

**Wholesale and Retail Chemists and Druggists,
St. John's, Newfoundland.**





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